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American Railroad Journal.

New York Saturday, January 13, 1872.

The stockholders of the Mississippi River and Paducah and Gulf railroads have ratified their consolidation under the name of the Memphis and Paducah Railroad. Work is to be let at once.

Ashbel Welch, Esq., of Lambertville, N. J., late President of the United Companies of New Jersey, has been officially notified of his appointment as Engineer-in-Chief of those works, and has specially given to him in charge the costly improvements contemplated at Harsimus Cove.

The Governor of Colorado, in his message to the Legislature, says there is a balance of \$50,000 in the Treasury and no debt; that 422 miles of railroad have been constructed since the last session, and that the yield of the mines has increased over 50 per cent.

The total receipts of cotton at Boston during the year 1871 amounted to 312,827 bales, of which only 7333 bales were exported to foreign ports, the rest being consumed by the manufactures of New England, leaving in the hands of dealers there 8000 bales on the 1st inst. The receipts show an increase of 47,801 bales as compared with the previous year. In the article of

wool the receipts have been 204,697 bales domestic and 56,772 bales foreign, a gain over 1870 of 19,682 bales of the former and 30,579 bales of the latter.

Erie Railway.

The following is a comparative statement of the earnings, expenses, length, cost, capital, indebtedness, equipment, miles run, passengers and tons carried, etc., etc., during the years ending September 30, 1870 and 1871:

	1870.	1871.
Capital stock paid up.....	\$83,536,910 00	\$86,536,910 00
Funded debt.....	23,398,800 00	26,398,800 00
Floating debt	None.	None.
Total cost of road and equipment	73,955,587 02	106,904,362 22
Length of road, miles.....	459	459
Double track, including sidings.	389½	397½
Branches owned by company....	364½	455
Double track on same.....	60	78½
Number of locomotives.....	440	475
First-class passenger cars	220	232
Second-class and emigrant cars ..	54	53
Baggage, mail & express cars....	71	71
Freight cars.....	8,840	9,779
Miles run by passenger trains...	2,900,189	3,068,701
Miles run by freight trains	6,426,190	7,511,065
Passengers carried one mile.....	138,589,109	148,242,790
Tons of freight carried one mile	898,862,718	897,446,728
Exp'd for maintenance of road	\$3,689,693 64	\$3,432,948 46
Repairs of machinery	2,601,691 05	2,354,644 97
Operating expenses	5,781,626 20	6,411,502 78
Total expenses, including interest, rents, &c.....	16,471,488 09	17,049,740 31
Total earnings ..	16,179,461 66	17,168,005 16
Passenger earnings	3,968,899 82	8,972,664 70
Freight earnings.	11,988,547 06	12,861,999 74
Miscellaneous earnings & receipts	227,014 78	333,940 72
Payments for interest	1,646,623 00	1,771,138 90

New York Central and Hudson River R.R.

The following is a comparative statement of the length, cost, capital, indebtedness, equipment, miles run, passengers and tons carried, earnings, expenses, dividends, etc., etc., for the fiscal years ending September 30, 1870 and 1871:

	1870.	1871.
Capital stock including consolidation certificates	\$89,428,330 00	\$89,428,330 00
Funded debt.....	13,681,807 81	15,231,718 93
Floating debt.....	1,167 00	1,167 00
Total cost of road and equipment ..	59,765,684 06	60,418,656 86
Length of road, miles.....	740.17	740.17
Double track, including sidings..	662.60	681.92
Third track	9.50	6.50
Branches owned by company	298.42	298.42
Double track on same.....	19.55	19.55
Lines leased by company	97.50	104.46
Number of locomotives	400	424
First-class passenger cars	331	333
Second-class and emigrant cars ..	114	115
Baggage, mail, and express cars....	132	129
Freight cars.....	9,026	8,849
Miles run by passenger trains...	4,024,178	3,645,690
Miles run by freight trains	7,405,699	6,986,107
Passengers carried one mile.....	321,865,953	288,678,896
Tons of freight carried one mile...	769,087,777	888,827,865
Expended for maintenance of road.	\$4,564,484 16	\$4,882,591 90
Repairs of machinery	3,181,515 08	2,502,492 20
Operating expenses	6,245,160 74	6,376,204 77
Total expenses....	13,991,109 98	13,711,288 87
Total earnings....	22,201,521 43	21,972,105 47
Passenger earnings	6,788,592 01	6,224,739 74
Freight earnings...	14,327,418 28	14,647,580 06
Miscellaneous earnings and receipts	1,135,511 14	1,099,785 67
Payments for interest.....	1,093,840 80	721,308 04
Payments for dividends (8 per ct.)	6,861,241 29	7,258,741 70

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of December, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool....	\$784,282	\$798,213
" cotton....	1,179,025	655,067
" silk....	1,722,776	772,386
" flax....	664,382	591,730
Miscellaneous dry goods..	703,345	604,905
Total entered for consump.	\$5,053,810	\$3,422,301

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool....	\$427,212	\$419,346
" cotton....	226,315	137,565
" silk....	270,084	208,405
" flax....	853,614	220,041
Miscellaneous dry goods..	72,849	78,280

Total withdrawn from warehouse.....	\$1,350,074	\$1,063,637
Add entered for consump.	5,053,810	3,422,301

Tot. thrown on the market.. \$6,403,884 \$4,485,938

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	\$913,801	\$871,211
" cotton....	447,691	498,168
" silk....	768,809	454,250
" flax....	574,736	617,967
Miscellaneous dry goods..	175,388	155,692

Total entered for wareh'g..	\$2,880,425	\$2,597,288
Add entered for consump.	5,053,810	3,422,301

Total entered at the port.. \$7,934,235 \$6,019,589

The imports of foreign dry goods at the port of New York for each month of the years 1870 and 1871 were as follows:

	1870.	1871.
January.....	\$7,629,753	\$8,442,025
February.....	10,796,404	14,548,882
March.....	12,983,106	18,129,012
April.....	7,982,484	11,062,459
May.....	7,221,398	9,662,228
June.....	4,558,546	5,951,772
July.....	6,990,722	10,247,622
August.....	14,002,482	19,632,708
September.....	11,076,597	12,194,996
October.....	9,365,558	8,611,975
November.....	8,957,238	7,977,509
December.....	7,934,235	6,019,589

Total.....\$109,498,523 \$132,480,777

The following will show the relative proportion of the different classes of fabrics:

	1870.	1871.
Manufactures of wool..	\$32,355,260	\$40,916,424
" cotton.....	20,977,062	25,603,564
" silk.....	30,004,407	36,222,588
" flax.....	15,580,306	17,477,987
Miscellaneous dry goods.	10,581,488	12,360,214

Total imports.....\$109,498,523 \$132,480,777

The value of foreign dry goods entered directly for consumption at the port of New York, is as follows:

	1870.	1871.
January.....	\$4,786,668	\$5,683,440
February.....	7,568,232	10,983,545
March.....	9,762,526	14,400,775
April.....	5,846,662	8,893,459
May.....	5,819,940	7,259,242
June.....	3,436,569	3,858,600
July.....	4,927,472	6,882,173
August.....	10,146,200	14,648,416
September.....	8,981,377	9,587,291
October.....	7,547,625	6,138,461
November.....	6,488,302	5,510,864
December.....	5,053,810	3,422,301

Total.....\$80,065,833 \$97,268,467

The value of foreign dry goods entered for warehousing at the port of New York, is as follows:

	1870.	1871.
January.....	\$2,843,085	\$2,758,585
February.....	3,228,172	3,565,337
March.....	3,220,580	3,728,237
April.....	2,135,822	2,169,000
May.....	1,401,458	2,402,966
June.....	1,121,977	2,093,272
July.....	2,363,250	3,865,449
August.....	3,856,282	4,984,292
September.....	2,095,220	2,607,705
October.....	1,817,933	2,473,514
November.....	2,468,936	2,466,645
December.....	2,880,425	2,597,288

Total.....\$29,438,140 \$35,212,310

The value of foreign dry goods withdrawn from warehouses at the port of New York, is as follows:

	1870.	1871.
January.....	\$1,938,433	\$2,449,570
February.....	3,359,689	3,461,564
March.....	4,032,585	4,316,636
April.....	2,861,810	2,397,530
May.....	2,444,039	1,894,828
June.....	951,090	1,144,408
July.....	1,302,710	2,175,810
August.....	4,038,510	4,949,858
September.....	3,267,375	3,444,374
October.....	1,797,501	1,854,735
November.....	1,652,124	1,904,108
December.....	1,350,074	1,063,637

Total.....\$28,998,940 \$31,067,058

The total imports of foreign dry goods at New York from 1849, compare as follows:

Year.	Invoiced value.	Year.	Invoiced value.
1849.....	\$44,435,571	1861.....	\$43,636,689
1850.....	60,106,375	1862.....	56,121,227
1851.....	62,846,731	1863.....	67,274,547
1852.....	61,654,144	1864.....	71,589,752
1853.....	93,704,211	1865.....	91,965,138
1854.....	80,842,936	1866.....	126,232,855
1855.....	64,974,062	1867.....	86,263,643
1856.....	93,362,893	1868.....	80,905,834
1857.....	90,534,129	1869.....	94,726,417
1858.....	60,154,509	1870.....	109,498,523
1859.....	113,152,624	1871.....	132,480,777
1860.....	108,927,100		

Helena and Iron Mountain Railroad.

In an interview with Captain J. C. Maccabe, secretary of the above road, the other day, we learned that it is hoped to push work forward on this railroad early in the coming year. The road is already graded seventeen miles north of Helena, and 15,000 ties are ready for the road bed. There is only one bridge on the whole line of 150 miles, and this over the L'Anguille, the timbers for which are all ready to be put up in the early spring. The road has a landed subscription of 200,000 acres of the finest land in the State, and county aid of \$700,000. The road is built by private subscription, and is specially incorporated by the legislature of the state; and it is reasonable to suppose that it will be built as fast as possible.

The Helena and Iron Mountain taps the Memphis and Little Rock at Forrest City, with the Memphis and Kansas City road at some point in Cross county, with the Cairo and Fulton at the state line, where it will connect with the St. Louis and Iron Mountain road. It will thus be seen that this road has some very important connections with the north and west, and as Helena is claimed to be at the head of low water in the Mississippi, shippers of grain, produce, cattle and merchandise will have a straight and uninterrupted winter route to southern ports. The projected line from Mobile to Helena, a contract to build which has already been made, will also give the road another connection with the south Atlantic coast.

Our Helena friends are looking forward anxiously to this road being speedily built, and prom-

ise themselves a heavy increase in trade on account of it.

Capt. Maccabe says that all the energy necessary will be expended, in order to complete the road.—Ark. Gaz.

Memphis and Charleston Railroad.

The gross earnings of this railroad for the fiscal years ending June 30, 1870 and 1871, compare as follows:

	1870.	1871.
From passengers....	\$818,903 65	\$665,333 21
" freight.....	638,658 22	619,182 92
" mails.....	34,373 99	42,891 24
" express.....	36,000 00	36,000 00
" other sources..	21,154 53	54,034 09
Total receipts..	\$1,549,090 39	\$1,417,441 46
Transportation.....	\$303,129 55	\$283,301 39
Motive power.....	366,750 82	287,211 23
Way.....	272,316 92	219,170 70
Cars.....	138,332 14	114,208 18

	\$1,080,429 43	\$903,891 50
Deduct.....	70,157 79	9,369 15

Net operating cost..	\$1,010,271 64	\$894,522 35
Net revenue....	\$528,818 75	\$522,919 11
Decrease in earnings.....		\$131,648 93
Decrease in expenses.....		115,749 29
Decrease in net revenue.....		15,898 64

Comparing the receipts and expenses per mile of road operated in 1869-'70 and 1870-'71, we have the following results:

	1869-'70.	1870-'71.
Receipts.....	\$5,341 69	\$4,887 72
Expenditures.....	3,483 69	3,084 55

Net revenue.....\$1,858 00 \$1,803 17

The receipts and expenses per train mile run compare as follows:

	1869-'70.	1870-'71.
Receipts.....	cents 183.89	197 64
Expenditures.....	" 119.93	124.72

Net revenue..... " 63.96 72 92

The cotton movement has been largely increased as seen from the following comparison:

	1869-'70.	1870-'71.
Receipts at Memphis.....	Bales. 64,422	81,966
" Grand Junction..	1,297	3,994
" Decatur.....	11,270	13,060
" Stevenson.....	1,202	9,937
" Chattanooga.....	35,142	74,909
" Corinth.....		779
" other points.....	717	818

Total.....	114,050	184,463
Shipments from Memphis....	20,902	65,725
" Miss.Cen.R.R. 27,074		25,899
" N.shv.&D.R.R. 479		983
" Mob.&O.R.R.		2,096
" local points..	65,595	89,760

Total.....	114,050	184,463
Increase on through cotton.....		46,248
" local cotton.....		24,165

Total.....70,413

The Memphis and Charleston Railroad extends from Memphis eastward to Stevenson, 272 miles, at the latter point connecting with the Nashville and Chattanooga Railroad, over which the trains of the Memphis and Charleston Railroad are tolled to Chattanooga, a distance of 27 miles—making the whole distance between Memphis and Chattanooga 299 miles. The road has two branches—one from Moscow to Somerville 13, and another from Tusculumbia to Florence 6 miles. The road has 24 miles of sidings, &c.

To operate the road, the company have 46 locomotives and cars as follows: sleeping 2, 1st class passenger 21, second class passenger 5, postal 4, baggage 7, and freight 731.

Trains run 801,661 miles, of which passenger trains run 349,785, freight trains 367,396 and wood and ballast trains 84,480 miles.

Through passengers, East 18,527 and West 26,226—total 44,753; and local passengers, East 117,017 and West 109,725, and commutation 41,924—total 268,666. Total of all passengers 313,419.

No statement of freight except cotton, is furnished.

The following is a comparative statement of the results of the traffic of 1869-'70 and 1870-'71:

Total passenger receipts 1870-'71.....\$665,333 21
" " 1869-'70..... 818,903 65

Decrease 18.75 per cent.....\$153,570 44
Through passenger receipts 1870-'71.....\$255,932 65
" " 1869-'70..... 320,777 08

Decrease 20.21 per cent..... \$64,844 43
Local passenger receipts 1870-'71.....\$409,400 56
" " 1869-'70..... 498,126 57

Decrease 17.81 per cent..... \$88,726 01
Total freight receipts 1870-'71.....\$619,182 92
" " 1869-'70..... 638,658 22

Decrease 3.05 per cent..... \$19,475 30
Through freight receipts 1870-'71.....\$243,750 51
" " 1869-'70..... 372,506 79

Decrease 34.29 per cent.....\$128,756 28
Local freight receipts 1870-'71.....\$375,432 41
" " 1869-'70..... 266,151 43

Increase 29.01 per cent.....\$109,280 98

The falling off in the year's business as compared with that of the next previous year is accounted for, first by the floods in Virginia in October which caused an entire stoppage of railroad traffic for thirty days. This not only occasioned the loss of all Eastern freight and passage business for one of the heaviest months, but influenced many customers of the road to look to other lines, which affected the results materially through the remainder of the year.

This was followed by the effect of the war in Europe, causing such a decline in the price of cotton as to cut off the income of the people to an extent that naturally affected receipts from business, and which accounts for the loss in receipts from passenger traffic.

The opening of the Iron Mountain Railroad, the improved condition of the Northwestern and the perfecting of the route via Vicksburg to Montgomery and points East, have caused a large loss to this company in their business with St. Louis. The aggregate loss on freight, however, was only \$19,475 30.

This small decrease is accounted for by an increase of 24,165 bales of local cotton, an increase in local rates for short distances, and the movement of an increase of 46,248 bales of through cotton which nearly compensated for the loss of St. Louis business, and the suspension of Eastern business caused by the Virginia floods.

Speaking of the new roads recently opened or which are progressing to completion the President in his report says:

"We are gratified to announce the completion of the road to Little Rock, with prospects of its

extension to Fort Smith in a short time. There is but little doubt of the building of a narrow gauge road from Devalls Bluff, via Pine Bluff, Camden and Shreveport, to connect with the Texas Pacific at Marshall, Texas, which will add greatly to our business.

"No work has been done in the State of Arkansas, looking to our connection with the different roads centering at Springfield, Mo., and but little on the line connecting us with St. Louis.

"The South and North Alabama Railroad will be completed in the next twelve months. Under an arrangement with the Louisville and Nashville Railroad, our business is placed upon the same footing as their own, which will be of great value to us, without any outlay on our part. By this line, via Elyton, we trust soon to have a connection with Atlanta. Other Southern connections are spoken of.

"The prospect of a connection with the Eastern cities via Sparta, Tenn., and Cincinnati is more favorable than heretofore.

"With the view of increasing the population on the line of our road, we have entered into an arrangement with connecting roads, dividing the expense, and have sent an agent to Europe for the purpose of procuring immigrants, to be used as laborers on the track, while we offer them all inducements in our power to purchase or lease lands in the vicinity of our road, and at the same time add to our receipts by inducing this class of travel over our line to the West and Southwest.

"Should we succeed in once more getting under proper cultivation the open lands on the line of our road, then dividends could be relied upon. With this view we shall foster and encourage our local business."

The receipts and disbursements for the fiscal year ending June 30, 1871, are shown in the following account:

RECEIPTS.	
Cash on hand 30th June, 1870.....	\$87,165 50
Gross earnings for year 1870-'71....	1,417,441 46
Sale of Stocks.....	154,175 00
Paid on bills receivable.....	8,965 83
Sale of coupon bonds.....	233,000 00
Collected of South Carolina Railroad	1,717 99
Decrease in amount due from individuals.....	11,254 66
Sale of Tennessee coupons.....	22,592 38
Sam Tate, Receiver, account paid..	24,060 48
Increase of bills payable.....	38,776 80
Increase of amount due Tennessee..	46,450 00
	\$2,045,600 10

DISBURSEMENTS.	
Road expenses.....	\$894,522 35
Extraordinary expenses.....	304,484 21
Interest on State debt.....	121,617 74
Interest on company bonds.....	160,510 00
State and county taxes.....	27,483 40
Interest and exchange account.....	5,932 08
Suspense account.....	4,232 04
Paid on construction account.....	5,425 50
Increase of materials for road.....	9,369 15
Sinking fund, State of Tennessee....	34,000 00
Increase of account vs. United States	2,267 56
Increase in amount due from R. Rs..	22,168 74
" " " agents..	3,785 68
" endorsed city of Memphis	
coupons.....	3,989 49
Decrease of amount due banks and	
bankers.....	94,392 06
Decrease of amount due on company	
coupons.....	2,195 37
Decrease of amount due on pay rolls	1,725 92
" " " dividends	3,906 24
" " " State int.	9,085 86
" " " U.S. taxes	8,550 62
" " " due to railroads.	41 28
" " " individuals	14,568 52
Difference in profit and loss account.	234,075 99
Cash on hand 30th June, 1871.....	77,170 30
	\$2,045,600 10

The financial condition of the company June 30, 1871, is shown in the following exhibit:

Capital stock.....	\$5,312,725 00
State of Tenn. loan..	\$1,864,387 45
1st mortgage bonds..	1,293,000 00
2d mortgage bonds..	1,000,000 00
	4,157,387 45
Bills payable.....	\$157,658 45
Banks and bankers....	101,087 94
Current accounts.....	211,158 42
	469,854 81
Profit and loss.....	70,995 19
Receipts from operations 1870-'71.	1,417,441 46

Total Liabilities.....	\$11,428,403 91
Construction.....	\$6,480,239 68
Incidental to construction.....	1,026,471 60
Equipment.....	1,245,848 04
Stocks in foreign companies.....	134,791 16
Road materials.....	251,317 10
Road expenses.....	\$894,522 25
Extraordinary expenses	304,484 21
	1,199,006 46
Interest and exchange.....	5,932 08
Tax account.....	27,483 40
Interest on Tennessee bonds.....	121,617 74
Interest on mortgage bonds.....	160,510 00
Suspense account.....	4,232 04
Bills receivable.....	\$35,950 75
Sinking fund.....	34,000 00
Coupon bonds.....	286,000 00
U. S. and Postoffice....	34,051 22
Banks.....	42,106 98
Southern R.R. of Miss.	108,767 25
South Carolina R. R..	43,812 23
Dues from corporations, &c.....	101,296 29
Endorsed Memphis coupons.....	7,909 49
Cash.....	77,170 30
	771,054 51

Total.....\$11,428,403 91

Since the close of the fiscal year the company have purchased from the State of Tennessee the McMinnville and Manchester, and the Winchester and Alabama Railroads. They now design to construct a road from Huntsville to Tullahoma, and from McMinnville to Sparta, at the latter point connecting with the projected Cincinnati and Southern Railroad.

A recent report in the Memphis newspapers states that the company's roads have been leased to the Pennsylvania Company, a syndicate, of which T. A. Scott is the President, for 45 years, the stockholders to receive for five years 3 per cent. and for the remainder of the term 6 per cent. on their investment.

President.—M. J. WICKS.

Directors.—By the stockholders: W. B. Waldran, George P. Beirne, James J. Donegan, Joseph C. Bradley, Albert H. Jones, R. C. Brinkley, Peter Miller, M. J. Wicks and John D. Rather. By the City of Charleston: W. S. Hastie and Edward Willis; and By the State of Tennessee: Joel P. Pulliam, John M. Carmack and J. W. Crocker.

Secretaries and Treasurers.—E. Div.: SAN R. CRUSE, and W. Div. GEO. ROBERTSON.

Superintendents.—E. Div.: CHAS. S. WILLIAMS, and W. Div.: C. L. ANDERSON.

General Freight & Ticket Agent.—A. A. BARNES.

Chief Engineer.—NILES MERIWETHER.

The citizens of Wheeling (W. Va.) have voted, 2,510 to 190, to authorize the City Council to subscribe \$225,000 to the capital stock of the Pittsburgh, Wheeling and Kentucky Railroad, to be used in building the road from Wheeling to the Brooke county line.

At the annual meeting of the stockholders of the Buffalo, Corry and Pittsburgh Railroad, held at Mayville, N. Y., on the 9th inst., the following gentlemen were elected directors: Horace F. Clark, Augustus Schell, William H. Vanderbilt, A. H. Barney, M. P. Bemus, George B. Gates, Daniel Williams, Thomas Struthers, William P. Whiteside, George W. Gifford, Amos K. Warren, William A. Steward, John F. Phelps.

At a subsequent meeting of the Board the following officers were elected: M. P. Bemus, president and treasurer; Thomas Struthers, vice-president; Daniel Williams, secretary; H. H. Potter, general superintendent.

Erie Railway.

To the Stockholders of the Erie Railway Company.

At the close of the last fiscal year, Sept. 30, 1871, the railroads owned and controlled by lease by you were the

	Miles.
Main Line—Jersey City to Dunkirk	459
Northern Railroad of New Jersey—Bergen to Nyack	26
Hackensack and New York Railroad—Junction to Cherry Hill	7 1/2
Hackensack Extension Railroad—Cherry Hill to Nanuet	13 1/2
Paterson and Newark Railroad—Paterson to Newark	11 1/2
Piermont Branch—Piermont to Suffern	18
Newburgh and New York Railroad—Greenwood Junction to Vail's Gate	12 1/2
Newburg Branch—Newburg to Greycourt	18 1/2
Honesdale Branch—Lackawaxen to Honesdale	25
Jefferson Railroad—Susquehanna Junction to Carbondale	36 1/2
Chemung Railroad—Junction to Watkins	17 1/2
Buffalo, New York and Erie Railroad—Corning to Buffalo	141 1/2
Rochester and Genesee Valley Railroad—Avon to Rochester	18 1/2
Buffalo Branch—Hornellsville to Attica	60
Buffalo, Bradford, and Pittsburgh Railroad—Carrollton to Gilesville	25 1/2
Suspension Bridge and Erie Junction Railroad—Buffalo to Suspension Bridge	23 1/2
Total	914
Second track	241 1/2
Side tracks	234 1/2
On 6 1/2 miles from Waverly to Watkins and from Buffalo to Suspension Bridge, a third rail has been laid to admit of the passage of narrow gauge trains, which is equivalent to a track of	82 1/2
Total length of track owned and leased ..	1,422 1/2
You also furnish train service and operate by contract the	
Warwick Valley Railroad—Greycourt to Warwick	10
Goshen and Deckertown Railroad—Goshen to Pine Island	11 1/2
Montgomery and Erie Railroad—Goshen to Montgomery	10 1/2
Wallkill Valley Railroad—Montgomery to New Paltz	18
Middletown, Unionville, and Water Gap Railroad—Middletown to Unionville	14
Monticello and Port Jervis Railroad—Port Jervis to Monticello	24
Weekawken Branch Railroad and Fort Lee Railroad—East End of Tunnel to Stock Yards	5

Total length of track owned and operated .. 1,515 1/2

To operate which 475 engines, 283 passenger cars, 71 baggage, express and mail cars, 3,352 box freight cars, 1,007 stock cars, 26 milk cars, 2,851 flat cars, 1,555 eight-wheel coal cars, 2,706 four-wheel coal cars, and 222 caboose cars, were on the road,

Of the 440 engines on hand at the commencement of the last fiscal year, during the year, 30, which had been condemned as worn out and unfit for further use except as old scrap iron, were broken up and destroyed, and 65 new engines were added to the equipment—by construction at the company's shops of 19, and purchase of 46. During the same time the equipment has been increased by 12 first-class passenger cars and 939 eight-wheel freight cars.

EARNINGS AND EXPENSES.

The earnings, from all sources, for the year ending Sept. 30, 1871, were as follows:

From passenger trains	\$3,972,064 70
From freight trains	12,861,999 74
From other sources	333,940 72
Total	\$17,168,005 16

Expenses of operating and repairs

(72.5 per cent.)

Net earnings

Interest and other payments, for details see accompanying statement

Surplus

The expenses of operating and repairs for five preceding years were: 1866, 74.3 per cent; 1867, 71.3 per cent; 1868, 77.4 per cent; 1869, 79 per cent, and 1870, 75 per cent.

The earnings for the year would have been largely in excess of this amount, without a corresponding increase of expenses, but for the strike of coal-miners last winter and spring, which continued for a period of five months, during which time the transportation of anthracite coal on your road was suspended.

The sources of the passenger and freight business during the year are shown as follows:

PASSENGER BUSINESS, 1871.

Oct. 1, 1870, to Sept. 30 1871.

	Total No. carried in cars.	Carried one mile.	Revenue.
Through, East	128,175	19,525,340	\$405,498 41
Through, West	138,470	30,759,436	557,179 77
Way, East	1,618,701	46,809,363	1,115,274 21
Way, West	1,624,116	51,148,651	1,169,714 88

Total, East & West

Freight BUSINESS, 1871.

Oct. 1, 1869, to Sept. 30, 1870.

	Total tons carried in cars.	Tons carried one mile.	Revenue.
Through, East	811,351	231,235,035	\$4,361,615 76
Through, West	342,354	95,859,120	1,750,852 18
Way, East	2,683,995	493,840,333	5,128,573 71
Way, West	1,006,508	76,512,240	1,391,193 75

Total, East & West

The business of the preceding year is shown in the following statement:

PASSENGER BUSINESS, 1870.

Oct. 1, 1869, to Sept. 30, 1870.

	Total No. carried in cars.	Carried one mile.	Revenue.
Through, East	102,730	19,938,151	\$423,106 55
Through, West	114,914	32,784,681	554,327 80
Way, East	1,521,482	38,310,856	1,050,274 21
Way, West	1,535,899	42,555,421	1,139,168 78

Total, East & West

Freight BUSINESS, 1870.

Oct. 1, 1868, to Sept. 30, 1869.

	Total tons carried in cars.	Tons carried one mile.	Revenue.
Through, East	815,844	232,188,955	\$3,694,090 26
Through, West	295,580	81,750,361	1,680,611 52
Way, East	2,808,987	487,470,874	4,793,187 04
Way, West	932,094	97,502,528	2,160,138 43

Total, East & West

The following statement of the source and amount of coal traffic on your road during the last year, notwithstanding the "long strike," shows a gratifying result:

COAL TRAFFIC, YEAR ENDING SEPT. 30, 1871.

From	No. of cars loaded.	Tons.	Revenue.
Hawley	83,373	770,227	\$1,007,861 14
Honesdale	44,946	288,077	519,598 19
Carbondale	21,611	177,717	369,596 38
Binghamton	8,654	57,953	35,115 91
Waverly	44,492	533,713	785,168 95
Corning	74,562	729,901	275,911 39
Alton	1,590	18,924	17,712 20
Total	280,228	2,576,562	\$3,010,964 16

The shipments from Hawley, Honesdale, Carbondale and Binghamton were anthracite; shipments from Waverly both anthracite and bituminous, and from Corning and Alton shipments were of bituminous coal.

On the 1st of September your lease of the Atlantic and Great Western Railway was surrendered, and that road passed into the possession of the trustees of the new Atlantic and Great Western Railway Company. The result of your lease of that railway, in the difference between the receipts and expenditures of the road, was a loss; but the actual result in retaining that line in the interest of the broad gauge system and working directly with and bringing business to your railway was undoubtedly very beneficial, and, if the profits of the business, to and from that railway, on your road, east of Salamanca, have not already more than compensated for the direct, local loss, the fact that the road had been preserved from the possession of other lines rivals to you in the carrying trade between the sea-coast and the West, and will continue to work harmoniously in your interest, warrants the belief that the ultimate result will prove the lease to have been entered into and carried out by you on perfect sound business principles. Arrangements have been made with the new Atlantic and Great Western Railroad Company for the interchange of business, and for the working of the whole line in the same common interest as during the time of the lease, and that company has assumed your contract and lease with the Cincinnati, Hamilton and Dayton Railroad Company for the use of the broad gauge tracks between Dayton and Cincinnati, on such terms as relieves you from pecuniary responsibility of the contract, but at the same time, insures to your road the benefit of all through business over that line.

Amicable and satisfactory business relations have been maintained with the Lake Shore and Michigan Southern Railroad and its connections west of Buffalo, so that your road has been fully represented in procuring business to and from the West over the narrow gauge lines via Cleveland, and at the same time by the construction of the Suspension Bridge and Erie Junction Railroad, connection has been made with the Great Western Railway of Canada by which a large business has been obtained from that road and its connections, the Michigan Central Railroad and the Detroit and Milwaukee Railway; in fact, the additional business to your road by the construction of this suspension bridge road, far exceeds the most sanguine expectations, and it promises a large and steady increase in the future, while the local business of that new road has developed the ability of the road to be self-supporting.

Arrangements have been made with the City of Lockport to construct a branch road from that city to Tonawanda, which, it is expected, will be completed in a few weeks after settled Spring weather, and which will throw considerable local business on the Suspension Bridge road as well as give to your main line an additional amount of through business. The Newark and Hudson Railroad is in course of construction and will soon be completed from the west end of Bergen Tunnel to a connection with the Paterson and Newark Rail-

road at Newark. This road will have a large local passenger business to bring to your ferry, as it will reach a part of the City of Newark at present not having the benefit of a rail line to New York, and it will very much enhance the value of the Paterson and Newark Railroad and the country through which it runs. The Hackensack Extension Railroad Company is extending its road to Grassy Point, above Haverstraw, on the Hudson River, which will add much to the value of your lease of that road. During last year a contract was made with the new Oceanic Steam Navigation Company, by which the landing of their steamships was secured at Long Dock, and arrangements made for mutual exchange of business. This contract has had the effect of adding to the revenue of your ferry when any of their steamships have been in port. That company expects to have enough ships completed to form a regular weekly line early next spring, the advantages of which will be felt by your road as well as by the ferry.

When the present management assumed charge of your road, we found the use of the Bergen Tunnel very seriously interfered with by trains of the Delaware, Lackawanna and Western Railroad Company, lessee of the Morris and Essex Railroad, and on looking into the matter it was found that a contract had been made in 1859 with the Hoboken Ferry to connect with the New Jersey Railroad near the Hackensack River, to run through the tunnel; but instead of building such a road, as contemplated by the contract, under authority subsequently obtained from the Legislature of New Jersey, they built an independent road to Newark, and there connected with the Morris and Essex Railroad—by extending that road west they made connection with the Pennsylvania roads and so on to all points in the Western country, and this was the road they were operating through the tunnel without any charge therefor. On calling attention of the officers of the Delaware, Lackawanna and Western and Morris and Essex Roads to the matter, and requesting an account and settlement for use of the tunnel, they claimed the right granted under the contract of 1859, for a branch of the New Jersey Road, and refused action on our request, so that we were obliged to resort to the courts. Suit was commenced in Chancery of New Jersey, to which they put in an answer in substance same as they had given to us, and at same time claimed that your company had, by acquiescence in their construction of the contract of 1859, in permitting them to use the tunnel as they pleased without formal demand for compensation, forfeited all right to question their position in the premises. About the time the suit was ready for final hearing before the Chief Justice, the matter was compromised and a new contract made, under which the Delaware, Lackawanna and Western Company are now paying us at the rate of about \$60,000 a year for use of the tunnel, whereas previously they had paid nothing for it.

Application has been made to the Post-Office Department for an increase of compensation for transportation of United States mails, which, so far, has been only partly successful, as under the law as it now stands the Postmaster General does not consider that he has authority to pay us what is conceded to be but an adequate compensation for the service performed. It is hoped that Congress will correct this matter during its present session by necessary legislation. We are hauling two Post-Office cars each way daily over the road, on express passenger trains, beside performing mail service on several local trains, and the Post-Office Department, with a view of enlarged and improved mail service, is now asking us to increase the dimensions of the postal cars. The policy of this Company has been to furnish the public with the largest and best facilities for business, and in this matter of mail service you were the first to construct and put in operation the present system of postal cars, which are run at a cost in excess of the compensation. The public has had the benefit, while we have been trusting the Fed-

eral Government would readjust the pay and fix it at a proper amount.

The expenditures for repairs and new constructions, on the line of the road, for the convenience of the public and improvement of your property, have been continued from time to time in accordance with the established policy as indicated in the annual report of 1869. The economy in the use of steel and steel-headed rails is being clearly demonstrated every day, from the fact that with the large increase in the number of miles of road operated and to be maintained, the quantity of new rails required for repairs is constantly decreasing, and the condition of the track is at the same time improving. During the year ending September, 1870, there were used in repairs of track 2,872,558 feet, or 59,228,000 pounds of rails, while in the last year we used but 2,604,062 feet, or 53,692,000 pounds, showing a saving of 51 miles of rails, or 25½ miles of road and 2,918 gross tons; and your track was in better order at the close of the last year than at the close of the preceding year. It is confidently expected that the cost and quality of new rails required for repairs will largely decrease every year from this time. We have, so far, put in the track about 100 miles of solid steel rails and 314 miles of steel-headed rails. The economy in the use of these rails is shown, also, in the cost of repairs and condition of the rolling stock, and also in the more expeditious manner in which the largely accumulating number of trains are now run over the road, from the decrease in the number of accidents, by broken or defective rails throwing cars and engines from the track, and the consequent damage and destruction of rolling stock.

In the matter of bridges, we have continued the system of renewing, when required, the wooden structures with iron; and at this time two of the most important bridges on the line, which were for single track only, are being renewed with iron, and enlarged for double track; one over the Passaic River, west of Paterson, is 365 feet long, of three spans; and one over the Delaware River, and Delaware and Hudson Canal west of Port Jervis, is 793 feet long, of five spans—one span of 170 feet, three spans of 158 feet each, and one span of 149 feet. The former bridge is being constructed by the Watson Manufacturing Company of Paterson, on the plan of Mr. S. S. Post, and the latter by the Kellogg Bridge Company, on the plan of Mr. Kellogg.

The benefit of the arrangements made by the present management for lessening the cost of fuel consumed in locomotives, which is one of the largest items of the daily cost of operations, is now being very sensibly felt, as is shown in the following statement of the cost of fuel during the five years last past: 1867, 22 cents per mile run; 1868, 18½ cents per mile run; 1869, 18 cents per mile run; 1870, 10½ cents per mile run; 1871, 10 cents per mile run.

All the arrangements made for securing to your road a sure and permanent business, and for an economical cost of operations, are beginning to have effect, and go to show that the policy of making the several expenditures with the view of securing permanent improvements, as specified in the last published annual report, is amply vindicated by the result. In conclusion, I have the pleasure of communicating the following report of a Special Committee, and a resolution of the Board of Directors:

At a meeting of the Board of Directors of the Erie Railway Company, held at the office of the Company, Dec. 28, 1871, the following report was submitted:

To the President and Directors of the Erie Railway Company.

GENTLEMEN: The Committee to whom was referred the subject of the earnings and expenses of the road for the current year ending Dec. 31, 1871, with the view of determining the expediency of declaring dividends on the preferred stock, having examined the statements submitted by the Auditor of the Company, find that for the first six months of the year there were no surplus earn-

ings applicable to the payment of dividends on the preferred stock of this Company, but that for the last six months of the year the surplus earnings are such as to warrant the payment of dividends for that period, and give promise of such earnings as to justify the hope that the Company will be enabled to continue uninterruptedly the payments of dividends hereafter, and we would therefore respectfully recommend the resumption of dividends on the preferred stock from the 1st of July last, and that the first dividend of 3½ per cent be made payable on and after the 31st of January next.

Respectfully submitted,

JOHN HILTON,
HOMER RAMSBELL,
EDWIN ELDRIDGE.

And the following resolution was adopted:

Whereas, It appears to this Board, from an estimate of the earnings of the Erie Railway for the six months beginning July, 1, 1871, that a sufficient amount has probably been earned in that period to justify the resumption of dividends on the preferred stock; therefore.

Resolved, That the payment of dividends upon the preferred stock of the Erie Railway Company be resumed, and that a dividend of 3½ per cent, for the period of six months, ending December 31, 1871, be paid on and after January 31, 1872, upon demand of the preferred stockholders whose names shall appear upon the books of the Company as such, on December 31, 1871.

Resolved, That the transfer books of this corporation be closed, December 31, 1871, at 2 o'clock, p. m., to remain closed until the 31st day of January, 1872.

For full details of last year's operations I refer to the annexed statements made in the form prescribed by the Legislature of this State.

JAY GOULD, President.

New York, December 28, 1871.

The Albany Journal says that next season the N. Y. Central railroad will lay down a third track the entire length of their line. Since the closing of the canals the management of the road find it quite impossible to forward the freight entrusted to them with dispatch, and not interrupt passenger travel. So much difficulty of the kind has never before been experienced. At Syracuse it is proposed to run the freight cars around the city on the north side, across the head of Onondaga Lake to Geddes, connecting there with the main line again.

The St. Louis Republican says the manufactures of that city have produced in 1871, \$142,308,135 against \$109,513,950 in 1870; the receipts have increased from 23,908,918 bushels in 1870, to 26,261,728 in 1871; there has been 1,512,142 barrels of flour manufactured in the past against 1,251,773 in the preceding year; the iron production has increased from 72,000 tons of pig metal to 84,853 tons in 1871, and the railroad system has been increased by the completion of nearly 1201 miles of road.

The total value of the exports from Baltimore to foreign countries for 1871 was \$18,244,783, against \$12,755,012 in 1870. The customs receipts on imports amounted to \$8,909,688, against \$9,193,498 in 1870.

The earnings of the Providence and Worcester railroad for the year ending September 30, 1871, were \$829,218, and the expenses \$628,406—leaving net earnings \$205,812.

The first survey of the railroad route between North Bridgewater and Mansfield, Mass., is completed. The distance is 11 miles, and the estimated cost \$350,000.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867.....	38,160	51,831	60,029	61,156	96,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,633
1868.....	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	290,442	296,562	342,743	2,300,787
1869.....	212,604	218,982	301,308	488,048	568,270	556,080	532,657	511,854	609,788	579,622	535,266	487,659	5,670,882
1870.....	413,104	394,176	488,333	633,758	768,711	723,274	783,099	807,815	777,183	828,447	746,800	612,808	7,983,513
1871.....	536,498	481,085	580,340	756,230	917,700	807,237	807,238	1,006,373	1,032,801	1,005,475	898,562	.....	.....
Chicago and Alton:													
1868.....	100,850	101,365	104,372	122,094	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1869.....	100,991	154,418	195,803	162,723	178,788	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1870.....	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,283	357,956	307,919	236,824	3,840,092
1871.....	226,153	222,241	290,111	269,249	329,551	371,544	321,597	387,269	322,638	360,223	323,030	271,240	3,882,861
1872.....	243,787	157,832	235,951	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	360,169	3,086,153
1873.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1874.....	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,881	4,681,663
1875.....	281,109	316,037	342,897	348,089	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1876.....	343,550	340,301	384,372	393,654	466,780	466,582	535,842	529,278	505,904	459,578	493,056	.....	.....
Chicago and Northwestern:													
1868.....	.....	.....	.....	.....	.....	805,100	281,334	296,169	478,156	551,122	435,945	407,688	2,811,544
1869.....	273,876	317,839	390,355	421,363	466,530	505,145	490,710	519,306	669,005	729,759	716,378	563,400	6,114,566
1870.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	982,683	754,671	547,842	7,976,490
1871.....	523,566	399,917	523,845	537,519	583,948	625,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,259,450
1872.....	696,147	574,664	705,396	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1873.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,874	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1874.....	892,093	830,287	1,142,166	1,112,190	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	845,708	13,655,467
1875.....	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,994	12,203,409
1876.....	655,428	602,182	774,994	787,641	1,094,101	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868.....	242,205	236,160	242,509	238,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,008,905
1870.....	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,166	3,273,719
1871.....	270,204	266,803	315,149	295,460	281,491	288,775	314,850	380,769	374,671	338,723	340,625	.....	.....
Illinois Central:													
1862.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	490,336	372,593	359,463	3,445,827
1863.....	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864.....	327,900	416,588	459,762	423,797	408,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865.....	571,536	616,685	616,685	608,573	617,682	617,682	578,403	747,469	739,736	641,689	643,897	518,068	7,181,208
1866.....	608,053	505,266	505,465	411,605	569,250	567,679	460,626	578,253	571,348	661,971	588,219	504,066	5,546,741
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,630	685,401	681,041	7,817,629
1869.....	569,138	524,693	709,645	668,282	640,975	778,261	686,228	841,363	979,401	914,608	814,413	696,677	8,823,482
1870.....	623,383	661,789	601,826	684,539	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,761	8,078,968
1871.....	639,541	605,416	606,845	688,661	665,446	739,989	714,854	834,208	855,845	761,964	719,909	.....	.....
Marietta and Cincinnati:													
1866.....	90,411	85,447	84,361	81,181	96,388	103,378	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867.....	94,136	78,976	92,910	92,768	90,526	96,535	106,514	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869.....	98,517	91,666	108,568	109,526	110,213	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870.....	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	163,631	144,023	141,376	1,418,869
1871.....	130,583	126,224	140,740	119,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,520	1,690,714
Michigan Central:													
1862.....	230,159	169,658	151,902	176,696	186,039	174,002	172,189	216,624	286,956	322,369	307,474	258,634	2,650,702
1863.....	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	300,186	3,160,006
1864.....	282,435	278,489	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,970	328,870	4,520,950
1866.....	282,439	265,796	337,158	343,737	365,196	335,083	324,988	359,646	429,161	493,640	414,604	308,669	4,260,115
1867.....	304,096	283,661	375,210	362,783	333,952	284,977	313,021	389,993	464,778	506,296	412,934	303,373	4,371,073
1868.....	343,316	304,315	326,890	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,609,261
1869.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	363,569	473,546	490,772	448,419	374,042	4,744,164
1870.....	337,992	329,128	384,431	412,030	403,283	363,187	326,891	378,880	467,990	511,447	453,733	367,827	4,755,958
1871.....	418,755	442,665	441,685	470,703	480,47	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
Milwaukee and St. Paul:													
1867.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868.....	369,228	321,203	333,509	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,171,646
1869.....	454,590	330,400	420,951	460,288	630,544	678,923	686,531	625,547	724,732	1,040,102	801,195	7,250,069	7,250,069
1870.....	396,171	382,823	377,571	443,132	720,700	755,737	636,434	661,020	808,318	908,313	791,014	529,768	7,420,421
1871.....	396,700	327,431	400,150	488,884	662,367	668,018	541,113	506,557	815,345	841,150	644,625	.....	.....
North Missouri:													
1869.....	119,721	94,927	136,265	149,184	189,000	150,416	160,149	155,586	231,662	236,513	248,838	203,595	2,024,860
1870.....	213,101	196,207	239,161	269,490	269,000	208,493	196,724	229,099	264,690	235,240	266,836	256,726	2,833,999
1871.....	191,789	192,120	232,166	206,070	201,761	211,581	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864.....	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	382,400	278,006	346,243	276,950	3,811,077
1865.....	259,223	239,139	312,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866.....	267,541	246,101	326,236	277,424	283,130	253,926	247,262	305,454	278,701	310,762	302,426	281,613	3,800,583
1867.....	242,793	219,065	279,647	284,729	282,939	240,135	243,683	322,521	365,371	379,367	336,066	272,053	3,459,319
1868.....	212,973	231,351	265,905	262,149	260,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869.....	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	3			

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BONDS.

PASSENGER RAILROAD BONDS.														
Years ending.	Length in miles.	Horses and Drivers.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
Sept. 30, '70	7.25	94	14	Albany..... N.Y.	156,100	110,300	40,000		87,061	22,598	5	100	100	
Sept. 30, '70	0.96			Albany st. Freight (B'ton). Mass.	47,765	75,000		1,136	2,654	567		100	100	
Oct. 31, '70	3.41	11		Allentown..... Pa.	30,118	80,500			12,733	1,896		100	100	
Dec. 31, '68	31.00	479	73	Baltimore City..... Md.					480,048		6	100	100	
Sept. 30, '70	22.00	412	63	Bleeker st. & F.F. (N.Y.C.) N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	100	100	100	
Sept. 30, '70	3.36			Boston and Chelsea..... Mass.	110,000	110,000			4,400	4,004	4	100	100	
Sept. 30, '70	2.75			Boston & West Roxbury. Mass.	41,000	41,000						100	100	
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn)..... N.Y.	315,320	200,000	100,000	8,782	150,876	28,376	12	100	100	
Sept. 30, '70	16.00	798	112	B'way & 7th Av. (N.Y.C.) N.Y.	583,894	1,500,000	100,000		707,983	242,248	6	100	100	
Sept. 30, '70	7.00			Brooklyn, Bath & Coney I. N.Y.	180,856	170,000	80,000	91	35,842	8,514		100	100	
Sept. 30, '70	72.00	1412	297	Brooklyn City..... N.Y.	2,032,878	1,500,000	156,350	1,334,984	115,633	12.0	100	100	100	
Sept. 30, '70	24.33	211	49	B'klyn. City, Hun. P. & P.P.N.Y.	685,864	300,000	379,000		166,955	24,058		100	100	
Sept. 30, '70	11.00	190	41	Brooklyn City & Newtown N.Y.	600,000	600,400		24,048	150,922	23,653		100	100	
Sept. 30, '70	6.00			B'klyn Flatb. & Coney Isl. N.Y.	106,000	180,000	100,000	(Open Oct. 1, 1870.)				100	100	
Sept. 30, '70	24.00	190	39	Brooklyn and Jamaica..... N.Y.	1,288,100	488,100	800,000					100	100	
Sept. 30, '70	4.50			Brooklyn & Rockaway B'h. N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	100	100	100	
Sept. 30, '70	15.21	182	52	Buffalo street..... N.Y.	415,121	75,000	341,464	14,927	164,622	19,466		100	100	
Sept. 30, '70	7.50	89	20	Bushwick (Brooklyn)..... N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7	100	100	
Sept. 30, '70	27.43			Cambridge (Boston)..... Mass.	734,671	727,800	150,000	74			9.0	100	100	
Sept. 30, '70	8.26	20	4	Central City (Syracuse)..... N.Y.	29,324	21,130	6,000		18,738	5,035	10	100	100	
Sept. 30, '70	36.00	761	141	Cen. P. & N.E.R. (N.Y.C.) N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	100	100	100	
Oct. 31, '70	7.25	250	50	Citizens' (10th & 11th sts.) (Ph.) Pa.	207,284	192,750			251,773	76,780	36.3	50	191	
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg)..... Pa.	244,856	184,000	50,000	7,700	155,156	42,698	18.3	50	44	
Oct. 31, '70	14.33	210	15	Coney Island (Brooklyn) N.Y.	647,363	500,000	214,000	39,238	147,669	17,414		100	100	
Sept. 30, '70	22.79	819	109	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8	100	100	
Sept. 30, '70	3.50	12		Dunkirk and Fredonia..... N.Y.	42,851	34,825			8,544	4,106	7	100	100	
Sept. 30, '70	11.75			East New York & Jamaica N.Y.	257,698	171,700	82,700	1,619	27,701	4,241		100	100	
Oct. 31, '70	1.63	12		Easton and S. Easton..... Pa.	25,230	29,582			9,799	2,677	5.0	25	20	
Sept. 30, '70	18.00	887	161	Elizabethtown (N.Y.) City N.Y.	1,540,173	1,000,000	208,000	30,000	812,442	182,523	12.0	100	100	
Dec. 31, '70	6.00			Elizabeth & Newark..... N.J.	224,749	200,000		24,738	34,996	11,129	5.5	100	100	
Oct. 31, '70	2.27	19		Erie City..... Pa.	32,291	19,807	20,296		16,143			50	9	
Sept. 30, '70	2.70	20		Fifth Ward (Syracuse)..... N.Y.	44,763	29,335	10,000		12,327	2,185		100	100	
Sept. 30, '70	9.63	232	54	42d st. & Gr'd st. F. (N.Y.C.) N.Y.	1,052,479	748,000	215,000		384,800	93,276	10.0	100	100	
Oct. 31, '70	17.04	301	45	Frankford & Southwark (Ph.) Pa.	788,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49	
Sept. 30, '70	3.25	26		Genesee & Water st. (Syr.) N.Y.	59,534	42,500	12,700		13,503	1,139		100	100	
Nov. 30, '70	34.25	300	60	Germantown (Phila.)..... Pa.	562,270	307,545	350,000		356,759	102,350	19.5	50	15	
Oct. 31, '70	5.40	155	25	Girard College (Phila.)..... Pa.	174,657	170,000			161,905	37,685	6.0	50	17	
Sept. 30, '70	5.00	90	15	Gr'd st. & Newtown (B'k'n) N.Y.	270,000	170,000	90,000		89,627	8,196	2	100	100	
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.) N.Y.	243,615	150,000	100,000		180,211	32,244	6.0	50	15	
Sept. 30, '70	10.00	112	24	Harlm. Br., Morr. & F'dham N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	100	100	100	
Oct. 31, '70	2.14	11		Harrisburg City..... Pa.	60,249	41,995	12,864	1,240	5,997		25	24		
Oct. 31, '70	4.10	336	56	Hest., Mant. & F'mount (Ph.) Pa.	471,248	306,388	164,400	1,000	262,890	49,315	6.5	50	7	
Sept. 30, '70	3.56	27		Kingston and Rondout..... N.Y.	79,835	75,000			22,120	3,252		100	100	
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.) Pa.	168,555	105,000	62,500		100,785	9,201	25	10		
Sept. 30, '70	3.82	50		Lowell Horse..... Mass.	49,180	55,830			26,181	2,431		100	100	
Sept. 30, '70	11.75	239	35	Lynn and Boston..... Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	100	100	100	
Sept. 30, '70	3.41			Malden and Melrose (B'tn). Mass.	80,246	200,000	45,872		16,740	Loss.	100	100	100	
Sept. 30, '70	0.91			Marginal Freight (Boston). Mass.	191,834	191,500		46,454	1,144		100	100	100	
Sept. 30, '70	3.07			Medford & Charlestown (B'tn). Mass.	36,000	21,000	4,000		1,120		100	100	100	
Sept. 30, '70	4.88	43		Merrimac Valley..... Mass.	42,206	50,000		6,174	23,375		100	100	100	
Sept. 30, '70	33.65	914	170	Metropolitan (Boston)..... Mass.	1,624,504	1,250,000		297,271	685,303	99,519	10.0	100	72	
Sept. 30, '70	7.29	247	49	Middlesex (Boston)..... Mass.	630,367	400,000	100,000	81,567	172,240	12,419	100	100	100	
Dec. 31, '70	3.40			Newark and Irvington..... N.J.	60,806	30,000	15,000	2,402	34,807	2,962	100	100	100	
Sept. 30, '70	12.20	180	53	Ninth Avenue (N.Y. City) N.Y.	476,598	797,320	167,000		124,733	3,330	100	100	100	
Sept. 30, '70	3.22	16		Northampton & Wmburg. Mass.	300,000	300,000		3,853	9,393	Loss.	100	100	100	
Sept. 30, '70	2.16			North Woburn (Boston)..... Mass.	24,612	25,000	8,000	3,195	1,920	1,920	100	100	100	
Oct. 31, '70	7.50	84		Oakland & E. Liberty (Pbg.) Pa.	121,097	59,500	17,000	50,183	55,555		50	50		
Dec. 31, '70	17.29	167	28	Orange and Newark..... N.J.	897,022	282,555	548,000	76,695	195,357	37,874	100	100	100	
Dec. 31, '68	3.81			Passenger (Cin.)..... O.	100,000	100,000			42,205	6,185	5.0	100	100	
Nov. 30, '70	9.66	30	15	Peoples' street (Scranton)..... Pa.	134,917	125,500			321,866	52,994	21.8	50	15	
Dec. 31, '70	12.08	336	76	Philadelphia City (C. & W.) Pa.	450,231	225,000	200,000	25,231	12,000	8,000	4.0	20	20	
Dec. 31, '70	5.65			Philadelphia and Darby..... Pa.	257,000	200,000	57,000		116,645	26,109	60	25	31	
Oct. 31, '70	12.88	129	25	Philadelphia & Gray's Ferry. Pa.	299,126	285,307	6,500		144,003	41,254	11.4	50	35	
Oct. 31, '70	8.25	164	28	Pbg., Allegheny & Manch. Pa.	144,202	140,000	23,000		84,200		12.0	50	44	
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham. Pa.	132,615	100,000	10,600	52,248	45,007	12,809	7	100	100	
Oct. 31, '68	6.88	92		Portland..... Me.	100,300	100,300		600	45,007	12,809	7	100	100	
Oct. 31, '70	8.00	60	11	Ridge Av. & Manayunk (Ph.) Pa.	182,540	120,500	63,300	10,000	36,970		2.0	50	25	
Sept. 30, '70	10.00	72	20	Rochester and Brighton..... N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	100	100	100	
Sept. 30, '70	7.38	47	21	Salem..... Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	100	100	100	
Dec. 31, '70	3.49			Schuylkill River (Phila.)..... Pa.	47,463	50,000	</							

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.*.....100	\$3,067,800	J. & J.	Jan. '72 34	Little Miami.*.....50	\$5,871,450	J.A. J.O.	Jan. '72 2	Warren (N. J.).....100	\$1,800,000	J. & D.	Dec. '71 34
Allegheny Valley.....50	2,266,350	J. & J.	July '71 4	Little Schuylkill*.....50	2,645,100	J. & J.	Jan. '72 34	Warwick Valley.....100	225,000	A. & O.	Oct. '71 24
Atlanta and West Point.....100	1,232,200	J. & J.	July '71 4	Long Island.....50	3,000,000	M. & S.	Sept. '71 3	West Jersey.....100	1,209,000	F. & A.	Aug. '71 4
Atlantic and Gulf.....100	3,691,200	J. & J.	July '71 34	Louisv., Cin. and Lex.*.....50	1,623,483	J. & J.	July '69 3	Winchester & Potomac*.....100	180,000	J. & J.	Jan. '72 3
Atlantic and St. Law.*.....100	821,664	J. & J.	July '71 34	Louisville & Nashville.....100	848,700	J. & J.	Jan. '72 44	Winchester & Strasburg*.....100	600,000	J. & J.	Jan. '72 34
Avon, Genesee & Mt. M.*.....100	2,494,900	M. & S.	Sept. '71 2	Louisv., N. Alb. & Chi.....100	3,000,000	J. & O.	Dec. '70 3	Worcester and Nashua.....75	1,400,555	J. & J.	Jan. '72 34
Baltimore and Ohio.....100	1,500,000	A. & O.	Oct. '71 14	Lowell and Lawrence.....100	200,000	A. & O.	Oct. '71 3	HORSE-POWER R. R.			
Washington Br.....100	13,151,902	A. & O.	Oct. '71 5	Lykens Valley.....20	600,000	F.M.A.N.	Nov. '71 24	Albany City.....100	110,300	— & —	Jan. '72 1
Parkersburg Br. pref.....50	6,680,685	J.A. J.O.	Jan. '72 12	Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5	Baltimore City.....100	900,000	— & —	Jan. '72 1
West Virginia.....100	600,000	J. & D.	Dec. '71 24	Maine Central.....100	3,400,500	— & —	Nov. '71 5	Bleeker St. & F. Fy. (N.Y.).....100	110,000	A. & O.	Oct. '71 4
Blossburg & Corning.....100	250,000	M. & S.	Nov. '71 5	Manchester and Law.....100	1,000,000	M. & N.	Nov. '71 5	Boston and Chelsea.....100	200,000	J.A. J.O.	Oct. '71 3
Hoston and Albany.....100	19,150,800	M. & N.	Nov. '71 5	Marquette & Cincinnati.....100	1,372,891	— & —	Sept. '66 34	Broadway (Brooklyn).....100	2,100,000	J. & D.	Jun. '70 3
Boa., Cin. & Fitchb. pref.....100	633,200	J. & J.	July '71 3	Massachusetts.....100	4,460,368	M. & S.	Sept. '66 34	Brooklyn City.....100	1,500,000	F.M.A.N.	Nov. '71 3
Agricultural Br. guar.....100	60,000	J. & J.	July '71 3	Massachusetts.....100	400,000	F. & A.	Aug. '71 4	Brooklyn City & Newt.....100	600,000	J. & J.	Nov. '70 34
Boat, Conc. & Mont. pref.....100	800,000	M. & N.	Nov. '71 3	Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3	Brooklyn and Jamaica.....100	488,100	— & —	Oct. '71 4
Boston and Lowell.....500	2,216,000	J. & J.	Jan. '72 4	Michigan Central.....100	14,666,848	J. & J.	Jan. '72 5	Bushwick (Brooklyn).....100	302,000	J. & J.	July '71 34
Boston and Maine.....100	4,471,275	M. & N.	Nov. '71 5	Mill Creek & Minehill*.....50	323,375	J. & J.	Jan. '72 5	Cambridge.....100	727,800	A. & O.	Oct. '71 4
Boston and Providence.....100	3,700,000	M. & N.	Nov. '71 5	Millwaukee and St. Paul.....100	11,822,878	J. & J.	Dec. '70 74	Can. Park, N. & E. Riv.....100	1,068,400	A. & O.	Oct. '67 24
Buffalo, N. Y. and Erie.....100	960,000	J. & D.	Dec. '71 34	M. Hill & Schuyl. Hav.* 50	10,825,103	J. & J.	Jan. '72 4	Citizens' (Phl.).....50	600,000	J. & J.	Jan. '72 7
Burlington and Mo. Riv.....100	1,380,000	J. & J.	Jan. '72 4	Morris and Essex*.....50	11,900,950	J. & D.	Dec. '71 34	Citizens' (Phg.).....50	200,000	M. & N.	Nov. '71 7
Burlington and Mo. Riv. pref.....100	1,083,400	J.A. J.O.	Jan. '72 4	Nashua and Lowell.....100	1,200,000	F. & A.	Aug. '71 5	Coney Island & Brookl.....100	500,000	— & —	Nov. '71 2
Camden and Amboy*.....100	5,847,800	— & —	—	Nesquehoning Valley*.....50	1,864,400	M. & S.	Sept. '71 5	D. Dock E. B'dw. & Bat.....100	1,200,000	F.M.A.N.	Nov. '71 2
Camden and Atlantic.....50	377,100	J. & J.	Jan. '72 24	Newark and N. York.....100	977,400	J. & J.	Jan. '72 34	Elizabeth and Newark.....100	1,000,000	J.A. J.O.	Oct. '71 3
Cape Cod.....50	915,577	J. & J.	Jan. '72 24	N. Bedford & Taunton.....100	500,000	M. & N.	July '71 4	42nd St. & G. St. Ferry.....100	748,000	M. & N.	Nov. '71 5
Cape May and Millville.....50	447,000	J. & D.	Dec. '71 3	N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug. '69 124	Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '72 3
Catawauqua & Fogelsv.....50	426,900	— & —	—	N. Haven & Northamp.....100	605,000	J.A. J.O.	Oct. '71 24	Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '72 3
Catawauqua.....50	1,169,500	M. & N.	Nov. '71 34	New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '72 7	Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Cayuga and Susq.*.....50	589,110	J. & J.	July '71 44	New London Northern*.....100	1,003,500	J. & J.	Jan. '72 4	Grand St. and Newton.....100	170,000	J. & J.	July '71 2
Cedar Rapids & Mo. R.*.....100	6,860,400	F. & A.	Aug. '71 14	N.Y. Cen. & Hudson R.....100	45,000,000	A. & O.	Oct. '71 4	Green & Coates St. (Ph.) 50	600,000	J. & J.	Jan. '72 4
Central of Georgia.....100	4,666,800	J. & D.	Dec. '71 5	N.Y. Cen. & Hudson R. pref.....100	44,228,330	A. & O.	Oct. '71 4	Heston, Mantau & Farm.....50	2,050,000	J. & J.	Jan. '72 6
Central of New Jersey.....100	15,000,000	J.A. J.O.	Jan. '72 34	New York and Harlem.....100	8,500,000	J. & J.	Jan. '72 4	Lomb. & South Sts. (Ph.) 25	105,000	— & —	Oct. '70 14
Central Ohio.....50	2,425,000	J. & D.	Dec. '71 3	N. York & New Haven.....100	9,000,000	J. & J.	Jan. '72 5	Lynn and Boston.....100	200,000	— & —	—
Chesapeake.....100	400,000	J. & D.	Dec. '71 3	N. Y. Provid. & Boston.....100	2,000,000	J. & J.	Jan. '72 4	Malden and Melrose.....100	200,000	— & —	—
Chesapeake.....100	880,000	J.A. J.O.	Jan. '72 14	Nisg. Bridge & Canand*.....100	1,000,000	J. & J.	Jan. '72 3	Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '72 5
Chesapeake.....100	2,100,000	J. & J.	Jan. '72 14	North Carolina*.....100	4,000,000	irregular	July '71 3	Middlesex (Boston).....100	400,000	A. & O.	Oct. '71 3
Chicago and Alton.....100	9,225,500	M. & S.	Sept. '71 5	N. Eastern (N. C.) pref.....100	111,000	M. & N.	May '67 4	Ninth Avenue (N. Y.).....100	197,320	— & —	—
Chicago and Alton.....100	2,425,000	M. & S.	Sept. '71 5	North Pennsylvania.....50	315,000	M. & N.	Jan. '72 54	Orange and Newark.....100	282,555	— & —	—
Chicago, Burl. & Quincy.....100	20,000,000	M. & S.	Sept. '71 5	Northern Central.....50	5,000,000	M. & N.	Nov. '71 3	Philadelphia City.....50	750,000	J. & J.	July '71 3
Chicago, Iowa & Nebras*.....100	3,916,300	J. & J.	Jan. '72 6	N. h. ern N. Hampsh.....100	3,068,400	J. & D.	Dec. '71 4	Philadelphia and Darby.....50	200,000	J. & J.	July '72 5
Chicago & N. Western.....100	20,470,959	J. & D.	June '71 5	Northern New Jersey*.....100	1,000,000	J. & J.	Jan. '72 4	Phila. and Grey's Ferry.....50	284,775	J. & J.	Jan. '72 3
Chicago & N. Western.....100	14,125,013	J. & D.	Dec. '71 34	Norwich & Worcester*.....100	2,384,400	F. & A.	Jan. '72 5	Pbg. Alleg. & Manchester.....50	200,000	M. & N.	Nov. '69 8
Chicago, R. I. & Pacific.....100	19,000,000	A. & O.	Oct. '71 4	Ogdensb. & L. Champl*.....100	2,051,800	J. & J.	Jan. '71 34	Second Avenue (N. Y.).....100	888,100	J.A. J.O.	July '71 2
Cin. Ham. & Dayton*.....100	3,600,000	A. & O.	Oct. '71 4	Ohio and Mississippi.....100	19,995,847	— & —	Oct. '71 4	Second & Third Sts. (Ph.) 50	962,100	J. & J.	Jan. '72 5
Cin. Sand. and Cleve.*.....50	2,967,800	M. & N.	Nov. '71 3	Old Colony & Newport.....100	4,269,450	J.A. J.O.	Jan. '72 24	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Cin. Sand. and Cleve.*.....50	428,646	F. & A.	Feb. '72 34	Old Colony & Newport.....100	4,959,020	J. & J.	Jan. '72 3	Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '71 2
Cleveland & Mahoning*.....50	2,067,569	M. & N.	Nov. '71 34	Oswego and Syracuse*.....100	482,400	F. & A.	Aug. '71 4	Third Avenue (N. Y.).....100	1,170,000	F.M.A.N.	Aug. '71 4
Cleveland & Pittsburgh*.....50	7,484,588	F.M.A.N.	Nov. '71 24	Pacific of Missouri.....100	3,635,750	— & —	—	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '71 2
Col. Chic. & Ind. Cen.*.....100	13,000,000	J.A. J.O.	Oct. '71 24	Panama.....100	7,000,000	J.A. J.O.	Jan. '72 3	Somerville (Boston).....100	75,000	M. & N.	Nov. '71 3
Columbus and Xenia*.....50	1,786,800	M.J.S.D.	Sept. '71 2	Paterson and Hudson*.....100	630,000	J. & J.	Jan. '72 4	South Boston.....100	400,000	J.A. J.O.	Jan. '72 24
Colum. & Hocking Val.....100	848,964	M. & N.	Nov. '71 5	Paterson and Newari*.....100	500,000	J. & J.	Jan. '72 4	Union (Boston).....100	200,000	M. & N.	Nov. '71 4
Concord.....100	1,500,000	M. & N.	Nov. '71 5	Paterson and Ramapo*.....100	249,000	J. & J.	Jan. '72 4	Union (Phila.).....50	400,000	J. & J.	Jan. '72 5
Concord and Ports*.....100	350,000	J. & J.	Jan. '72 34	Pemb. & Hightstown*.....50	342,150	J. & J.	Jan. '71 3	West Philadelphia.....50	400,000	J. & J.	Jan. '72 7
Conn. & Passau p Riv. I.....100	2,084,200	F. & A.	Aug. '71 3	Pennsylvania.....100	39,500,000	M. & N.	Nov. '71 6	Chesapeake & Delaware.....50	1,983,568	J. & D.	Dec. '71 3
Connecticut Riv.....100	1,700,000	J. & J.	Jan. '72 5	Peoria & Bureau Val.*.....100	1,200,000	F. & A.	Aug. '71 4	Chesapeake and Ohio.....25	8,229,594	— & —	—
Cooperstown and Susq.....100	307,383	— & —	—	Philadelphia and Erie*.....50	600,400	J. & J.	Jan. '72 4	Delaware Division.....50	1,833,350	F. & A.	Aug. '71 4
Cumberland and Ncrwals.....50	1,325,000	A. & O.	Oct. '71 4	Phila. & Trenton*.....100	2,400,000	J. & J.	Jan. '72 4	Delaware and Hudson.....100	15,000,000	F. & A.	Aug. '71 4
Delaware.....50	1,230,941	J. & J.	Jan. '72 5	Phila. & Wil. & Balt.....100	9,562,650	J.A. J.O.	Jan. '72 4	Delaware and Raritan*.....100	5,847,400	J.A. J.O.	Jan. '72 7
Del., Lackaw. & Westn.....50	18,508,850	J. & J.	Jan. '72 5	Phila. Ger. & Norristown* 50	1,626,250	M.J.S.D.	Dec. '71 3	Erie of Pennsylvania.....50	64,000	— & —	—
Detroit & Milwaukee*.....50	2,095,000	J. & J.	Jan. '72 2	Philadelphia & Reading.....100	30,401,600	J. & J.	Jan. '72 5	Lehigh Coal & Navigat.....50	8,739,800	M. & N.	May '67 3
Dubuque & Sioux City*.....100	5,000,000	J. & J.	Jan. '72 2	Phila. and Trenton*.....100	2,400,000	J.A. J.O.	Jan. '72 7	Monongahela Navigat.....50	1,003,500	J. & J.	July '71 5
East Pennsylvania*.....50	1,309,200	J. & J.	Jan. '72 3	Phila. Wil. & Balt.....100	9,562,650	J.A. J.O.	Jan. '72 4	Morris (consolidated).....100	1,025,000	F. & A.	Sept. '71 14
East Mahanoy*.....50	392,950	J. & J.	Jan. '72 3	Pitts. Ft. W. & Chi.*.....100	19,714,285	J.A. J.O.	Jan. '72 14	" (preferred).....100	1,175,000	F. & A.	Sept. '71 34
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4	Special Imp.....100	2,000,000	J.A. J.O.	Apr. '72 14	Pennsylvania.....50	4,337,950	— & —	—
Eastern (N. H.).....100	492,500	J. & J.	July '71 4	Pittsfield & N. Adams.....100	41,000	J. & J.	Jan. '72 3	Schuyl. Nav. (common).....50	1,908,207	F. & A.	Aug. '71 354
Elmira, Jef. & Canand*.....100	500,000	M. & N.	Nov. '71 24	Portland and Kenebec.....100	616,700	J. & J.	Jan. '72 3	" (ref.).....50	2,888,977	F. & A.	Aug. '71 04
Elmira & Williamsport*.....50	500,000	M. & N.	Nov. '71 24	Yarmouth certificates.....100	202,400	A. & O.	Oct. '71 8	Susq. and Tide Water.....50	2,002,746	— & —	—
Elmira & Williamsport*.....50	500,000	M. & N.	Nov. '71 24	Portl. & Saco & Portsm.....100	1,500,000	J. & J.	Jan. '72 5	Union.....100	2,907,850	— & —	—
Erie Railway.....100	78,000,000	F. & A.	Feb. '66 4	Providence & Worcester.....100	2,000,000	J. & J.	Jan. '72 5	W. Branch and Susq.....50	1,100,000	J. & J.	Jan. '66 —
Erie and Pittsburgh*.....50	8,538,910	M.J.S.D.	Dec. '71 14	Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6	MISCELLANEOUS.			
Fitchburg.....100	3,640,000	J. & J.	Jan. '72 4	Rensselaer & Saratoga*.....100	6,000,000	A. & O.	Jan. '72 34	Adams Express.....100	10,000,000	M.J.S.D.	Sept. '71 2
Georgia.....100	4,166,000	J. & J.	Jan. '72 4	Roch. & Genesee Val.*.....110	557,500	— & —	—	American Coal.....25	1,500,000	M. & S.	Sept. '71 3
Grand River Val.* guar.....100	1,000,000	— & —	—	Rome, Watert. and Ogd.....100	2,997,800	J. & J.	Jan. '72 3	Am. Merch. Union Exp.....100	18,000,000	J. & J.	Jan. '72 3
Grand Trunk, (Ca.).....100	14,387,946	A. & O.	Oct. '71 24	Rutland*.....100	2,700,000	— & —	—	Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Grant Western, (Ca.).....100	19,237,404	F. & A.	Oct. '71 24	St. Croix and Penobscot.....100	100,000	J. & J.	July '71 2	Atlantic Mail Steamship.....100	4,000,000	M.J.S.D.	Dec. '67 24
Hannibal & St. Joseph.....100	4,151,700	F. & A.	Aug. '70 7	St. L. Alt. & T. Haute.....100	2,300,000	— & —	—	Brunswick City.....100	1,000,000	— & —	—
Hanover Branch, (Pa.).....50	116,850	M. & N.	Nov. '71 5	Saratoga and Schenec*.....100	2,040,000	May	May '68 7	Butler Coal.....25	500,000	J. & D.	Dec. '69 854
Harlem Extension.....100	4,000,000	— & —	—	Schuylkill Valley*.....50	300,000	A. & O.	Oct. '71 34	Canton.....100	731,250	— & —	—
Harrisburg & Lancaster*.....50	1,182,500	J. & J.	Jan. '72 34	Seaboard and Roanoke.....100	576,050	M. & N.	Nov. '70 4	Consolidation (Md.) Coal.....100	10,250,000	J. & D.	Dec. '71 4
Hartford & New Haven.....100	3,300,000	J.A. J.O.	Jan. '72 3	Shamokin V. & Pottsv.*.....50	899,450	F. & A.					

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AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Buffalo, Corry and Pittsburg:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (B. C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:							1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	"	1886	....
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, New York and Erie:						
2d Mortgage.....	2,000pm	8	"	"	1889	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	89 1/2
Alabama and Georgia:							2d Mortgage.....	380,000	7	May & Nov.	"	1872	....
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	Burlington, Cedar Rapids & Minn.	20,000pm	7*	May & Nov.	New York.	1919	88 1/2
Albany and Susq. (D. & H. Canal):							1st Mortgage conv. & skg f.d. gold	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	....	Stock Bonds redeem. in pref. st'k	1,999,380	8	"	"	1878	....
2d Mortgage, 1865.....	2,000,000	7	April & Oct.	"	1885	94	Stock Bonds.....	1,250,000	8	April & Oct.	"	1879	100
3d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	....	Stock Bonds conv. into com. st'k	1,248,800	8	Jan. & July.	"	1889	....
Albany City Loan, 1865.....	1,000,000	6	"	"	1896	....	Stock Bonds.....	900,000	8	"	"	1894	103
Allegheny Valley:							1st Mort. (Branch) bonds.....	6,060,020	7	April & Oct.	New York.	1893	98 1/2
1st General Mortgage, 1866.....	4,000,000	7.5	Jan. & July.	New York.	1896	91	1st Mortgage land grant in conv.	3,360,000	8	Jan. & July.	Boston.	1894	95
1st Mortgage, Eastern Extension	48,000	7	"	"	1888	....	California Pacific:						
Special Bonds to State of Penn.	3,600,000	5	"	"	1888	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	106
American Central (C. B. & Q.):							Camden and Amboy:						
1st Mortgage, traffic guar. 1868..	800,000	8	Jan. & July.	New York.	1878	....	Sterling Bonds, £288,604 @ 4.84..	1,394,824	6*	April & Oct.	London.	1880	....
Androscoquin:							Dollar Loan of 1875.....	875,000	6	"	New York.	1876	95
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883	92
Andros & Kennebec (Maine C.):							Dollar Loan of 1889.....	866,000	6	March & Sept.	"	1889	88 1/2
1st Mortgage 1880 and 1881.....	1,100,000	6*	Feb. & Aug.	Boston.	1900-91	88	Consolidated Loan.....	4,929,200	6	June & Dec.	"	1889	88 1/2
Atchafalaya, Topeka and Santa Fe:							Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	....
1st Mortgage tax free..... gold	15,000pm	7*	Jan. & July.	New York.	1900	80	Dollar (United Co's) Loan.....	154,000	6	"	New York.	1894	....
Atlanta and Richmond Air Line:							Camden and Atlantic:						
1st Mortgage tax free, 1870..... gold	16,000pm	8*	Jan. & July.	New York.	1900	....	1st Mortgage of 1853.....	490,000	7	Jan. & July.	Philadelphia.	1873	86
Atlantic and Great Western:							2d Mortgage of 1854.....	500,000	7	April & Oct.	"	1879	86
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	1876-84	....	Camden and Burlington County:						
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	"	1876-83	....	1st Mortgage of 1865.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	86 1/2
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	Carthage & Burlington (C.B. & Q.):						
Atlantic and Gulf:							1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	95 1/2
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	Catawissa:						
Atlantic, Mississippi and Ohio:							1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	96
1st Mortgage on whole line.....	15,000pm	7	"	"	1901	....	Cedar Falls and Minnesota (H. C.):						
Atlantic and North Carolina:							1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	85
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	"	1907	81
Atlantic and Pacific:							Cedar Rapids & Mo. Riv. (C. & N.W.):						
Land Mort. (500,000 acres)..... gold	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	1911-16	88 1/2
1st Mortgage (So. Pacific)..... gold	7,250,000	6*	"	"	1888	....	Central Branch Union Pacific:						
Atlantic and St. Lawrence:							1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
Portland City Loan (skg fund).....	825,000	6	Various.	B. & N. Y.	1871	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	1895	....
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	Central of Georgia:						
2d Mortgage, sterling.....	885,500	6*	"	"	1884	....	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875	....
Sterling Loan of 1864 (5-20).....	484,000	6*	May & Nov.	London.	1878	....	Central of Iowa:						
Bald Eagle Valley (Penn. R.R.):							1st Mort. conv. & tax free..... gold	16,000pm	7*	Jan. & July.	New York.	1899	....
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	Central of New Jersey:						
2d Mortgage.....	100,000	7	"	"	1884	....	2d Mortgage.....	254,000	7	May & Nov.	New York.	1875	101
Baltimore and Ohio:							New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	"	1890	109
Loan of 1855, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	98 1/2	Central Ohio (B. & O.):						
Loan of 1850.....	579,500	6	"	"	1880	93	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	86
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	95	Central Pacific of California:						
Loan of 1870.....	3,872,000	6*	March & Sept.	London.	1895	....	1st Mortgage.....	26,010,000	6*	Jan. & July.	New York.	1905-99	101 1/2
Loan of 1863 (Baltimore) skg fd.	6,000,000	6*	Jan. & July.	Baltimore.	1890	....	Subordinate Loan (Int. by State)	1,500,000	7*	"	"	1885	....
Baltimore and Potomac:							Convertible bonds.....	1,500,000	7*	"	"	1883	100
1st Mort. of '69 for \$3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....	Income bonds.....	10,000,000	.....	"	"	....	....
Bangor and Piscataquis:							Charleston and Savannah:						
1st Mortgage (Bangor) loan.....	580,000	6	April & Oct.	Bangor.	1890	....	1st Mortgage guar. by S. Car.....	505,000	6	May & Nov.	Charleston.	1870	....
Barclay Coal:							Charlotte, Columbia & Augusta:						
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
Bay City and East Saginaw:							1st Mort. (Col. & Aug. 85 m.)	371,600	7	"	"	1890	....
1st Mort. guar. by F. & P. Mfg. Co.	100,000	10	Jan. & July.	Detroit.	1888	....	1st Mortgage (consol. 195 m.)	788,000	7	"	"	1895	....
Bay de Noquet and Marquette:							Cheraw and Darlington:						
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	1st Mortgage.....	150,000	7	April & Oct.	Charleston.	1870	....
Belfast and Moosehead Lake:							2d Mortgage.....	75,000	7	Jan. & July.	"	1879	....
1st Mort. guar. by M.C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....	Cherry Valley, Sharon & Albany:						
Bellefontaine & Ind. (C.C. & Ind.):							1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	....
1st Mortgage.....	687,000	7	Jan. & July.	New York.	1900-90	....	Chesapeake and Ohio:						
Bellefonte and Snow Shoe:							Consol. sink fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	"	1880	....
Beloit and Madison (C. & N.W.):							2d Mort. (" " ")	186,500	6	"	"	1872	....
1st Mortgage guaranteed.....	254,000	7	Jan. & July.	New York.	1888	....	3d Mort. (" " ")	901,000	6	"	"	1884	....
Belvidere Delaware:							Income.....	300,000	8	"	"	1876	....
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....	Cheshire:						
2d Mortgage (Camden and)	499,500	6	March & Sept.	Princeton.	1885	82	Plain bonds.....	771,000	6	Jan. & July.	Boston.	1875-80	95
3d Mortgage (Amboy)	745,000	6	Feb. & Aug.	"	1887	84	Chester Creek:						
Blue Ridge, (S. Car.):							1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Chester & Chicago Br. Junction:						
Boston, Clinton and Fitchburg:							1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877	....
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85	Chester and Tamaroa:						
Equalization or consol. bonds.....	248,000	6	"	"	1889-90	85	1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
2d Mortgage of 1869-70.....	152,500	7	"	"	"	....	Chester Valley:						
Boston, Concord and Montreal:							1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877	....
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....	Chicago and Alton:						
2d Mort. conv. (1st M. on 22 1/2 m.)	150,000	6	Jan. & July.	Boston.	1870	....	1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101 1/2
2d Mort. conv. (1st M. on 22 1/2 m.)	200,000	7	"	"	1870	....	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1883	103 1/2
Sinking Fund Mortgage.....	507,000	6	"	"	1889	92	2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	90 1/2
Boston, Hartford and Erie:							Chicago, Burlington and Quincy:						
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	....	Trust Mortgage skg fund.....	2,825,000	8	Jan. & July.	New York.	1883	111 1/2
1st Mortgage (new) for \$20,000,000	17,000,000												

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chicago, Cincinnati and Louisv. : 1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	Columbus and Hocking Valley : 1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes : 1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1899	90	2d Mortgage.....	118,000	7	Jan. & July.	"	1880	....
Chicago, Dubuque & Minnesota : 1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	89 1/2	Columbus, Springfield and Cin. : 1st Mortgage for \$1,000,000.....	.....	7	.....	New York.	18—	....
Chicago and Illinois Southern : 1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	....	Columbus and Xenia : 1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	....
Chicago, Iowa and Nebraska : 2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	95	Concord and Claremont : 1st and 2d Mortgage.....	374,000	6	.....	Boston.	Due.	....
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	"	1892	....	Connecticut and Passumpsic Riv. : 1st Mortgage skg fund, 1866.....	456,800	6	June & Dec.	Boston.	1876	98 1/2
Chicago & Milwaukee (C. & N.W.) : 1st Mortgage on 45 miles guar.....	397,000	7	May & Nov.	New York.	1874	....	Notes payable, coupon tax free.	559,429	7	"	"	1876	99 1/2
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	"	1898	92	Connecticut River : 1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....
Chicago and Northwestern : Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102 1/2	Connecticut Western : 1st Mortgage.....	81,500	7	.....	Hartford.	18—	....
Interest (f'ded coup.) b'ds (193 m.).	755,000	7	May & Nov.	"	1883	94	Connecting (Philadelphia) : 1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890	88 1/2
1st Mortgage General (193 m.).	3,588,000	7	Feb. & Aug.	"	1886	101 1/2	Contoocook River : 1st Mortgage.....	30,000	6	.....	Boston.	18—	....
1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	....	Cooperstown and Susq. Valley : 1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889	....
1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....	Coun. Bluffs & St. J. (K. St. J. & C.B.) : 1st Mortgage.....	500,000	7	Jan. & July.	New York.	1889	....
Equipment Mortgage.....	101,000	7	April & Oct.	"	1874	....	2d Mortgage.....	150,000	10	"	"	1872	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	"	1882	106 1/2	Covington and Lex. (Ky. Cen.) : 1st Mortgage March 1882.....	120,000	7	March & Sept.	New York.	1872	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	"	1875	....	2d Mortgage March 1883.....	844,000	7	"	"	1883	....
Miss. Riv. Bridge ("") 40m.	200,000	7	Jan. & July.	"	1884	....	3d Mortgage June 1885.....	237,000	7	June & Dec.	"	1885	....
1st Mort. (Elgin and State Line).....	135,000	7	"	"	1878	....	Cumberland Coal and Iron : 1st Mortgage of March 1866.....	803,500	6	March & Sept.	New York.	1891	....
1st Mortgage (Peninsula).....	767,000	7	March & Sept.	"	1898	....	2d Mortgage of May 1, 1868.....	770,000	6	May & Nov.	"	1888	....
Consol. skg fund Mort. (800 m.).	2,500,000	10	May & Nov.	"	1915	93 1/2	1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	"	1881	....
Equipment Mortgage.....	275,000	10	"	"	1871	....	Cumberland Valley : 1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. (Chic. & Mil. R.R.) 45m.	397,000	7	May & Nov.	"	1874	....	2d Mortgage.....	109,500	8	"	"	1908	....
2d Mort. (Mil. & Chi. R.R.) 40m.	182,000	7	March & Sept.	"	1874	....	Plain bonds.....	81,800	8	Jan. & July.	"	1884	....
3d Mort. ("") 40m.	10,500	7	June & Dec.	"	1898	....	Danbury and Norwalk : 1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Chi. & Mil. R.W.) 55m	1,185,000	7	Jan. & July.	"	1898	92	1st Mortgage of 1869.....	200,000	7	"	"	1890	....
1st Mort. (Bel. & Mad. R.R.) 46m.	333,000	7	"	"	1888	....	Danv. Hazlet & Wilkesbarre : 1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	Philadelphia.	1888	....
1st Mort. (Mad. Exten.) 126 m. g'd	3,150,000	7*	April & Oct.	"	1911	....	Davenport and St. Paul : 1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890	....
1st Mort. (Men. Exten.) 120 m. g'd	2,700,000	7*	Jan. & July.	"	1911	....	Dayton and Michigan : 1st Mortgage sinking fund.....	2,778,000	7	Jan. & July.	New York.	1884	....
Chicago & Mich. Lake Shore : 1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	84	2d Mortgage.....	642,000	7	March & Sept.	"	1879	....
Chicago, Pekin & Southwestern : 1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1891	....	3d Mortgage.....	700,000	7	April & Oct.	"	1888	....
Chicago, Rock Island and Pacific : 1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	102	Toledo Depot bonds.....	169,500	7	March & Sept.	"	1871	....
Chi. & Southwestern (C. R. I. & Pac.) : 1st Mort. guar. and tax free, gold	5,000,000	7*	May & Nov.	New York.	1889	....	Dayton and Union : 1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....
1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	....	2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Cincinnati, & Balt. (Mar. & Cin.) : 1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18—	....	Income Bonds.....	252,445	6	"	"	1879	....
Cincinnati, Hamilton and Dayton : 1st Mort. of 1883 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	Dayton and Western : 1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
2d Mortgage of 1885.....	500,000	7	Jan. & July.	"	1885	....	1st Mortgage.....	433,000	6	"	"	1905	....
3d Mortgage of 1867, skg fund.....	282,000	8	June & Dec.	"	1877	....	Decatur & E. St. Louis (T. W. & W.) : 1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890	....
Cinc. and Indiana (C. Laf. & Chi.) : 1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	....	Decatur, Sullivan and Mattoon : 1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	77-87	....	Delaware : 1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
Cincinnati and Indianapolis Junc. : 1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	Delaware State Loan.....	170,000	6	"	"	1876	....
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	Guaranteed Bonds.....	100,000	6	"	"	1875	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	"	1884	....	Exten. (Seaf. to Delmar) bonds.....	100,000	6	"	"	1880	....
Cincinnati, Lafayette and Chi. : 1st Mortgage.....gold	20,000pm	7*	March & Sept.	New York.	1901	....	Delaware, Lackawanna & Western : 1st Mort. (Lack. & Western).....	564,000	7	Jan. & July.	New York.	1871	....
Cin. and Martinsville (C. & Laf.) : 1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	"	1875	101 1/2
Cincinnati, Richmond & Chicago : 1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	....	2d Mort. (General).....	1,633,000	7	March & Sept.	"	1881	97
Cincinnati, Sandusky and Clev. : 1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1890	81 1/2	Denver Pacific : 1st Mortgage (Land grant).....gold	2,500,000	7*	May & Nov.	New York.	1897	....
1st Mort. (San. Day. and Cin.).....	988,000	6	Feb. & Aug.	Boston.	1900	77 1/2	Des Moines Valley : 1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mort. (San. City and Ind.).....	350,000	7	March & Sept.	"	1877	91 1/2	1st Mortgage Land grant.....	4,680,000	8	"	"	1898	....
Cincinnati and Zanesville : 1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....	Income Bonds.....	462,000	7	Jan. & July.	"	1884	....
Clev., Col. and Cin. (C. C. & I.) : 1st Mortgage \$25,000 a year.....	365,000	7	June & Dec.	New York.	71-84	....	Detroit, Hillsdale and Indiana : 1st Mort. (16,000 p. m.).....guar.	1,080,000	8	June & Dec.	New York.	1890	87 1/2
Clev., Col., Cin. & Indianapolis : 1st Mortgage sinking fund.....	2,004,000	7	May & Nov.	New York.	1899	98	Detroit, Lansing & L. Michigan : 1st Mortgage.....	3,000,000	8	May & Nov.	New York.	1890	....
1st Mort. (C. C. and C. R. R.).....	365,000	7	June & Dec.	"	71-84	....	1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	"	1879	....
1st Mort. (Bell. and Ind. R.R.).....	646,000	7	Jan. & July.	"	70-85	....	2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	"	1880	....
Cleveland and Mahoning : 1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	Detroit and Milwaukee : 1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage sinking fund.....	654,500	8	March & Sept.	"	1876	....	2d Mortgage.....	1,000,000	8	"	"	1875	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	"	1881	....	1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875	....
Clev., Mt. Vernon and Delaware : 1st Mort. for \$1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875	....
Clev., Fainesv. & Ash. (L. Shore) : 1st Mortgage Sunbury and Erie.....	500,000	7	Jan. & July.	New York.	1874	97 1/2	Bonds of June 30, 1895, (read).....	1,916.69	6	"	NY & Detroit.	1886	....
2d Mortgage (registered).....	1,000,000	7	"	"	1880	....	Bonds of Sept. 6, 1866.....	300,000	6	March & Sept.	New York.	1886	....
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	94	Sterling (Ond. & Ottawa R. R.).....	160,867	6*	May & Nov.	NY & London.	1873	....
Cleveland and Pittsburg : 2d Mortgage.....	790,500	7	March & Sept.	New York.	1873	....	Dollar ("").....	51,000	7	"	New York.	1873	....
3d Mortgage.....	1,355,000	7	May & Nov.	"	1875	95	Detroit, Mon. & Tol. (M.S. & N.I.) : 1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1876	98
4th Mortgage.....	1,104,844	6	Jan. & July.	"	1892	84	Detroit and Pontiac (Det. & Mil.) : 1st Mortgage.....	150,000	7	April & Oct.	New York.	1878	....
Consol. skg f'd Mort. \$5,000,000.....	628,000	7	May & Nov.	"	1900	94 1/2	1st Mortgage.....	700,000	7	Jan. & July.	"	1878	....
Cleveland & Toledo (L. S. & M. So.) : 1st Mortgage Sinking Fund.....	2,104,000	7	Jan. & July.	New York.	1885	103 1/2	2d Mortgage.....	250,000	8	Feb. & Aug.	"	1896	....
2d Mortgage of 1866.....	864,000	7	April & Oct.	"	1886	....	Dixon, Peoria & Han. (C.B. & Q.) : 1st Mortgage, traffic guarantee.....	800,000	8	Jan. & July.	New York.	1890	95 1/2
1st Mort. (June R. R.).....	115,000	7	June & Dec.	"	1872	....	Dubuque, Bellevue and Miss. : 1st Mortgage.....	1,000,000	8	April & Oct.	New York.	1890	....
Colebrookdale : 1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80	Dubuque Southwestern : 1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1883	....
Columbia and Augusta (C. C. & A.) : 1st Mortgage on 85 miles.....	371,500	7	Jan. & July.	New York.	1890	....	Dunkirk, Warren and Pittsburg : 1st Mortgage tax free.....gold	1,000,000	7	June & Dec.	New York.	1900	....
Columbus, Chicago & Ind. Cent. : 1st Mortgage Consol. skg fund.....	15,000,000	7	April & Oct.	New York.	1908	91							
2d Mortgage Consol. skg fund.....	5,000,000	7	Jan. & July.	"	1909	72 1/2							
Columbus & Ind. Cen. (C. C. & I. C.) : 2d Mortgage.....	821,000	7	Jan. & July.	New York.	1886	....						
Income Bonds.....	1,348,000	7	May & Nov.	"	1881	....						

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Dubuque and Sioux City:							Grand River Valley (Mich. C.):						
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	93	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (construction).....	600,000	7	" " "	" " "	1894	....	2d Mortgage, guaranteed.....	500,000	8	April & Oct.	" " "	1888	104 1/2
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" " "	1888	....	Greenville and Columbia:						
Dutchess and Columbia:							1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage Jan. 1, 1898.....	1,500,000	7	Jan. & July.	New York.	1908	....	1st Mortgage not guaranteed....	376,766	7	" " "	" " "	'81-'86	....
East Brandywine & Waynesburg:							Greenwich and Johnsonville:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1886	....	1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	....
2d Mortgage.....	35,000	8	" " "	" " "	1873	....	Hackensack & New York (Krie):						
East Pennsylvania (Ph. & Rd.):							1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, guar. Skg Fund.....	495,000	7	March & Sept.	Philadelphia.	1888	90	Hackensack & N. York Ext. (Erie):						
East Tenn. & Georgia (E.T.V. & G.):							1st Mortgage of May 1, 1869.....	129,100	7	May & Nov.	New York.	1889	....
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880	....	Hannibal and Naples:						
Interest bonds (funded coupons)	136,400	7	" " "	" " "	1876	....	1st Mortgage of Nov. 1, 1868.....	675,000	7	May & Nov.	New York.	1898	87
East Tennessee, Virginia & Ga.:							Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage, consol. skg fund..	3,500,000	7	Jan. & July.	New York.	1900	....	1st Mortgage guaranteed.....	15,000pm	7	Jan. & July.	New York.	1890	....
Eastern Mass.:							Hannibal and St. Joseph:						
State Loan (1st Lien) \$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....	Mo. State Loan, 1861.....	1,500,000	6	Jan. & July.	New York.	1871	92
Loan of 1862, sterling.....	383,000	6	Jan. & July.	London.	1872	....	Mo. State Loan, 1855.....	1,500,000	6	" " "	" " "	1885	....
Loan 1864, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	98 1/2	Six years Mortgage bonds.....	69,000	10	" " "	" " "	1872	....
Loan of 1865.....	160,000	6	April & Oct.	" " "	1885	95 1/2	Three years' notes.....	810,000	8	" " "	" " "	1873	....
Loan of 1868.....	1,000,000	6	March & Sept.	" " "	1888	....	Five years' notes.....	1,024,300	8	" " "	" " "	1875	....
Loan of 1869.....	500,000	6	May & Nov.	" " "	1889	104 1/2	Fifteen years' bonds.....	1,209,500	8	" " "	" " "	1885	95
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	" " "	1876	90	1st Mort. (Q. and Palmyra R.R.):	100,000	8	Feb. & Aug.	" " "	1892	97 1/2
Eastern Shore (Md.):							1st Mort. (Kan. City & Cam. R.R.):	1,200,000	10	Jan. & July.	" " "	1892	109 1/2
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	Land Mortgage.....	1,503,700	7	April & Oct.	" " "	1888	105
2d Mortgage.....	180,000	6	April & Oct.	" " "	1886	....	Convertible Mortgage.....	5,600	7	Jan. & July.	" " "	1888	....
Elizabethtown and Paducah:							Hanover Branch (Mass.):						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	....
Elmira and Williamsport (N. Cen.):							Harlem Extension:						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	94	1st Mortgage of Jan. 1, 1870.....	4,000,000	7	Jan. & July.	New York.	1890	....
Income Mortgage.....	570,000	5	May & Nov.	" " "	1872	....	Harrisburg & Lancaster (Pa. R.R.):						
Real Estate (Elmira) bond.....	50,000	7	" " "	" " "	1872	....	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	95
Erie Railway:							Hartford and New Haven:						
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877	100 1/2	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873	....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" " "	1879	95 1/2	Hartford, Providence and Fishkill:						
3d Mortgage.....	6,000,000	7	" " "	" " "	1883	93	1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Providence.	1876	....
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" " "	1880	89	1st Mort. (Connecticut 96.04 m.).....	1,574,500	7	" " "	Hartford.	1876	....
5th Mortgage convertible.....	926,500	7	June & Dec.	" " "	1888	83	Hastings and Dakota:						
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	" " "	1891	....	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900	....
Sterling Loan (£1,000,000) conv.	4,844,400	6	March & Sept.	London.	1875	....	Hempfield:						
Erie and Pittsburg (Penn.):							1st Mortgage (part collateral)...	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	....	Housatonic:						
2d Mortgage.....	153,000	7	March & Sept.	" " "	1890	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	" " "	1893	....	2d Mortgage.....	100,000	7	Feb. & Aug.	" " "	1885	....
European & North American:							3d Mortgage of 1869.....	50,000	7	April & Oct.	" " "	1889	....
B'gor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6	Jan. & July.	N. Y. & Lond.	1898	....	Houston and Texas Central:						
1st m. R.R. & L'd B to Wm. 45 m	2,000,000	6	" " "	" " "	1899	....	1st Mortgage L.G. skg fund, gold	3,400,000	7	Jan. & July.	New York.	1891	....
Evansville and Crawfordsville:							Hudson River (N.Y. Cen. & H.R.):						
1st Mortgage (Ev. & Ill. R.R.).....	350,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage (Ev. & Chi. R.R.).....	740,000	7	May & Nov.	" " "	1889	....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" " "	1885	105
1st Mort. (Rockville Extension).....	160,000	7	Feb. & Aug.	" " "	1881	....	3d Mortgage.....	180,000	7	May & Nov.	" " "	1875	101
Consolidated Mortgage.....	.....	7	Jan. & July.	" " "	1889	....	Huntington and Broad Top Mt.:						
Evansville, Henderson & Nashv.:							1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	101 1/2
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage.....	267,500	7	Feb. & Aug.	" " "	1875	86
Fall River, Warren & Providence:							1st Mortgage (Consol.).....	1,069,000	7	April & Oct.	" " "	1895	47 1/2
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	....	Illinois Central:						
Flemington (Belv. Del.):							1st Mortgage Construction.....	3,090,000	7	April & Oct.	New York.	1875	104 1/2
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	....	1st Mortgage Construction.....	332,000	6	" " "	" " "	1875	....
Flint and Pere Marquette:							Redemption currency.....	2,500,000	6	" " "	" " "	1890	....
1st Mortgage L. G., 1st mort.....	267,000	7	May & Nov.	New York.	1880	....	Redemption, sterling.....	2,500,000	6	" " "	London.	1890	....
1st Mortgage L. G., 2d mort.....	319,000	7	Jan. & July.	" " "	1887	....	Illinois & South. Iowa (T. W. & W.):						
1st Mortgage L. G., 3d mort.....	1,200,000	8	March & Sept.	" " "	1888	....	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	88
F. & Holly R.R. b'ds (\$25,000 a yr)	500,000	10	May & Nov.	" " "	1888	....	Indiana and Illinois Central:						
Flushing & North Side (L. I.):							1st Mortgage.....	2,750,000	7	Jan. & July.	N.Y. & Lond.	1900	....
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	....	Indianapolis, Bloomington & West:						
Fonda, Johnston & Gloversville:							1st Mortgage, conv.....	5,000,000	7	April & Oct.	New York.	1909	....
1st Mortgage.....	300,000	7	" " "	New York.	1889	....	2d Mortgage.....	1,600,000	8	" " "	" " "	1890	....
Ft. W., Jackson & Sag. (Mich. C.):							Indianapolis, Cin. and Lafayette:						
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
Ft. W., Muncie & Cin. (F. W. J. & S.):							1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" " "	1897	....
1st Mortgage guaranteed.....	1,800,000	7	Jan. & July.	New York.	1889	....	1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" " "	1899	68 1/2
Galena & Chic. Union (C. & N. W.):							1st Mortgage (Cin. and Ind.).....	500,000	7	" " "	" " "	1893	....
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	106 1/2	2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" " "	'77-'78	....
2d Mortgage.....	985,000	7	May & Nov.	" " "	1875	96 1/2	Indianapolis, Crawfordsv. & Danv.:						
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	" " "	1884	....	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	....
Georgia:							Indianapolis & Madison (J.M. & L.):						
Bonds (various).....	651,900	7	Jan. & July.	Augusta.	'71-'86	....	1st Mortgage of May 1, 1862.....	397,000	7	May & Nov.	New York.	1882	....
Goshen and Deckertown (Erie):							Indianapolis & Vincen. (Pa. R.R.):						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889	....	1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	....
Gr. Rapids & Indiana (P.F.W. & C.):							2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	" " "	1889	....
1st Mortgage guar half yr.....	4,000,000	7	Jan. & July.	New York.	1893	....	Ionia & Lansing (D.L. & L. Mich.):						
1st Mortgage half year.....	4,000,000	7	April & Oct.	" " "	1899	....	1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	....
Grand Trunk (Can.):							2d Mortgage assumed.....	300,000	8	May & Nov.	" " "	1880	....
1st Preference Bonds £2,703,325.	13,516,625	5	Jan. & July.	London.	....	....	Iowa Falls & Sioux City (Ill. Cen.):						
2d Preference Bonds £1,610,264.	8,051,320	4	" " "	" " "	1st Mortgage of April 1, 1869.....	2,960,000	7	April & Oct.	New York.	1899
3d Preference													

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Jeffersonville, Madison & Indian.	\$2,107,000	7	April & Oct.	New York.	1908	....	Lehigh Valley:						
1st Mortgage of Oct. 1, 1886....	2,000,000	7	" "	" "	1910	....	1st Mort. of 1888	\$968,000	6	April & Oct.	Philadelphia.	1872	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....	1st Mort. of 1888 (coup & reg.) free	3,343,000	6	June & Dec.	"	1893	....
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	" "	1882	....	1st Mort. of '70 (reg.) for \$8,000,000	1,080,000	7	" "	"	1900	102
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....	1st Mort. (Hazleton R.R. for 1882)	182,000	6	April & Oct.	"	1872	....
Louisville Loan (Jefferson R.R.)	74,000	6	" "	" "	1882	....	Lewey's Island (S. C. & P.):						
Joliet and Chicago (C. & Alton):	410,000	8	Jan. & July.	New York.	1882	106	1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
1st Mortgage skg fund guar.....	800,000	8	Jan. & July.	New York.	1874	....	Little Miami & Colum. & Xenia:						
Joliet & Northern Ind. (Mich. C.):	800,000	8	Jan. & July.	New York.	1888	....	1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
1st Mortgage, guaranteed.....	800,000	7	Jan. & July.	New York.	1888	....	Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
Junction (Cin. & Indianapolis):	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage.....	800,000	7	March & Sept.	" "	1893	....	1st Mortgage (D. & Western)....	275,000	7	Jan. & July.	"	1905	....
2d Mortgage.....	250,000	7	June & Dec.	" "	1884	....	1st Mortgage (.....)	433,000	6	" "	"	1906	....
1st Mortgage (Newcastle Br.)....	500,000	6	Jan. & July.	Philadelphia.	1882	....	Little Rock and Fort Smith:						
Junction, Philadelphia:	500,000	6	April & Oct.	"	1900	90	1st Mortgage for \$3,500,000 gold	.....	6*	Jan. & July.	Boston	1899	....
1st Mortgage, guaranteed.....	500,000	6	" "	"	1900	90	Little Rock, Pine Bluff & N. O.:						
2d Mortgage.....	400,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Junction and Breakwater:	400,000	6	Jan. & July.	New York.	1888	92	Little Schuylkill (P. & Rdg.):						
1st Mort. guar. by Delaware.....	840,000	8	Jan. & July.	New York.	1888	92	1st Mortgage, guaranteed.....	1,500,000	8	J. A. J. O.	New York.	1890	....
Kalam., Alleg. & Gr. R. (L.S. & M.S.):	640,000	8	May & Nov.	New York.	1889	104	Logansport, Crawf. & S'wstn Ind.:						
1st Mort. assumed by lessees.....	640,000	8	Jan. & July.	New York.	1887	....	1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Kalamazoo, & S. Haven (M. Cen.):	100,000	8	Jan. & July.	New York.	1887	....	Long Branch and Sea Shore:						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
Kalam. & Three Riv. (L.S. & M.S.):	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	"	1893	....
Kalam. & W. Pigeon (L.S. & M.S.):	100,000	8	Jan. & July.	New York.	1887	....	General Mortgage of 1889.....	775,000	8	" "	"	1899	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....	Louisville & Miss. Riv. (Ch. & Al):						
Kansas City and Santa Fe:	720,000	10	May & Nov.	New York.	1890	....	1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
1st Mortgage, tax free.....	687,000	8	March & Sept.	N.Y. & Bos'n	1890	....	Louisville, Cin. and Lexington:						
Kan. City, St. Jo. & Coun. Bluffs:	500,000	7	Jan. & July.	"	1880	....	1st Mortgage (Cincinnati Br.)....	3,000,000	7	Jan. & July.	New York.	1897	....
1st Mortgage (consolid.) 284 m....	150,000	10	" "	" "	1872	....	2d Mortgage (general).....	1,000,000	8	April & Oct.	"	1900	....
2d Mort. (C. B. & St. Jo. 52 m.)	1,400,000	10	March & Sept.	" "	1892	97	1st Mort. (Lo. & Frankfort Br.)...	82,000	6	Jan. & July.	"	'71-80	....
1st Mort. (St. Jo. & C. B. 80 m.)	539,500	8	June & Dec.	" "	1874	91	Louisville Loan (.....)	100,000	6	" "	"	1881	....
2d Mort. (.....)	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mort. (Lex. & Frankfort)....	25,000	6	" "	"	1874	....
1st Mort. (Mo. Valley 61 m.)	1,500,000	7	" "	" "	1893	....	Louisville and Nashville:						
1st Mort. (.....)	2,240,000	6*	Feb. & Aug.	New York.	1895	....	1st Mortgage (Main Stem) 1888.	1,285,000	7	Jan. & July.	New York.	1877	....
Kansas Pacific (U. Pac. E. D.):	4,063,000	6*	June & Dec.	"	1896	....	Louisville Loan (Main Stem)....	449,000	6	April & Oct.	"	'86-'87	....
1st Mort. on R.R. 140 m.... gold	600,000	7	May & Nov.	"	1896	....	Louisville Loan (Lebanon Br.)....	225,000	6	May & Nov.	"	1887	....
1st Mort. on R.R. 254 m.... gold	318,000	7	March & Sept.	"	'71-76	....	1st Mortgage (Memphis Br.)....	197,000	7	" "	"	'71-75	....
1st Mort. on Branch 34 m....	6,500,000	7	May & Nov.	"	1899	....	1st Mortgage (Bardonia Br.)....	1,000	7	Jan. & July.	"	1870	....
Land Gr. Mort. on 2,000,000 acres	2,000,000	7	Jan. & July.	"	1880	....	1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	"	'80-'85	....
1st M. on lands E. of 380th m. gold	6,303,000	6	" "	" "	'95-'97	....	Louisville Loan (Leb. Br. Ext.)...	333,000	6	April & Oct.	"	1893	....
2d Mort. (U.S. Subsidy) on 394 m.	4,275,000	7	(after 5 years.)	"	1916	....	Consolid. mort. of April 1, 1868.	5,500,000	7	" "	"	1898	....
3d Mort. Income on 428 m....	600,000	6	Jan. & July.	Philadelphia.	1879	....	Lowell & Lawrence (B. & L.):						
1st Mortgage.....	123,000	7	March & Sept.	New York.	1872	....	1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
2d Mortgage March 1883.....	237,000	7	June & Dec.	"	1885	....	Macon and Brunswick:						
2d Mortgage June 1865.....	20,000pm	7	Jan. & July.	New York.	1891	....	1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
Keokuk, Iowa City and Minn.:	5,000pm	7	Jan. & July.	New York.	1891	....	2d Mortgage of 1869.....	1,000,000	7	April & Oct.	"	1889	....
1st Mortgage.....	1,000,000	8	April & Oct.	New York.	1879	95	3d Mort. of 1870 endorsed by State.	1,000,000	7	May & Nov.	"	1890	....
Keokuk and St. Paul (C.B. & Q.):	1,000,000	8	April & Oct.	New York.	1879	95	Equipment Mortgage.....	150,000	....			
1st Mortgage, guar. and tax free.	900,000	7	Jan. & July.	New York.	1875	....	Macon and Western:						
Lackawanna and Bloomsburg:	400,000	7	March & Sept.	Philadelphia.	1885	....	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
1st Mortgage (Extension).....	500,000	7	April & Oct.	"	1880	....	Madison and Portage:						
2d Mortgage.....	200,000	7	May & Nov.	"	1890	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1885	....
2d Mortgage (Extension).....	200,000	10	Jan. & July.	"	1871	....	Maine Central:						
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....	Loan of 1860-'61 (A. & Ken.)...	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Income Mortgage.....	800,000	7	" "	New York.	....	....	Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
La C. Trempealeau & Pres. (C. & N.W.):	1,300,000	8	" "	New York.	....	....	Loan (new) for \$1,100,000.....	451,200	7	Jan. & July.	"	1898	....
1st Mortgage, guaranteed.....	1,500,000	8	" "	New York.	....	....	Mort. (Ext.) for \$500,000.... gold	112,000	6*	April & Oct.	"	1900	....
Lafayette, Bloomington & Miss.:	500,000	7	Jan. & July.	New York.	1898	....	1st Mort. (Bto P. & Ken. exch. 7s)	677,000	6	" "	"	1872	....
1st Mortgage.....	1,500,000	8	" "	New York.	....	....	2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Lafayette, Muncie & Blooming.:	500,000	7	Jan. & July.	New York.	1874	....	Mansfield & Framingham (B.C. & F.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1880	....	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	89
Lake Erie and Louisville:	500,000	7	Jan. & July.	New York.	1874	....	Marietta and Cincinnati:						
1st Mortgage for \$1,600,000.....	1,000,000	7	April & Oct.	"	1892	....	1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
Lake Shore & Michigan So.:	1,000,000	7	April & Oct.	"	1892	....	1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	97
Sunbury B'ds (CP & ARR 954m)	1,000,000	7	April & Oct.	"	1892	....	2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	85
Regis. Bonds (.....)	1,500,000	7	" "	"	1899	63	3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	"	1890	79
3d Mortgage (.....)	2,000,000	7	" "	"	1879	....	1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Divid'd Bonds (L. S. R.R. 258 m)	2,000,000	7	" "	"	1899	....	Baltimore Loan to Union R. R.:	20,000	7	"	Baltimore.	....	....
S. Fund Bonds (L.S. & M.Sol. 013m)	63,000	7	J. A. J. & O.	"	1900	....	1st Mort. of Aug. 1, 1869.... gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Consol. M. reg. (.....)	5,255,000	7	Jan. & July.	"	1900	....	Marquette and Ontonagon:						
Consol. M. coup. (.....)	2,683,000	7	May & Nov.	"	1885	103	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
1st Mort. (M.S. & N. In. R.R. 521m)	115,000	7	" "	"	1877	98	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50
2d Mort. (.....)	2,014,000	7	June & Dec.	"	1872	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
S. Fund (Clev. & Tol. R.R. 1624m)	884,000	7	Jan. & July.	"	1885	....	Memphis and Charleston:						
M. of 66 (.....)	23,000	7	April & Oct.	"	1886	....	1st Mortgage, convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
Mort. Bonds (Buff. & E. R.R. 88m)	100,000	7	May & Nov.	"	1870	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
Mort. Bonds (.....)	200,000	7	Jan. & July.	"	1873	....	Tenn. Loan.....	1,864,387	6	" "	"	1890	....
Mort. Bonds (.....)	300,000	7	March & Sept.	"	1882	....	Memphis and Little Rock:						
Mort. Bonds (.....)	3,000,000	7	April & Oct.	"	1890	....	1st Mort. (R.R. & 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
1st Mort. (D.M. & Tol. R.R. 65 m.)	924,000	7	Feb. & Aug.	"	1876	98	Ark. State Loan.....	900,000	7	Jan. & July.	"	1890	68
1st Mort. (Kal. & W.P. R.R. 37 m)	400,000	8	Jan. & July.	"	1880	....	1st Mort. (R.R. & 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. (Kal. & Three Riv. R.R.)	100,000	8	" "	"	1887	....	Michigan Air Line (Mich. Cen.):						
1st Mort. (Kal. & Three Riv. R.R.)	100,000	8	" "	"	1887	....	1st Mortgage, guaranteed.....	1,900,000	8	Jan. & July.	Boston.	1890	108
1st Mort. (Kal. All. & Gr. R. R.R.)	840,000	8	" "	"	1888	92	1st Mortgage, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mort. (Jamestown & Frank.)	500,000	7	" "	"	var	....	1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
2d Mort. (.....)	500,000	7	June & Dec.	"	1894	....	1st Mortgage, sinking fund conv.	2,294,500	8	" "	"	1882	118
Lake Superior & Mississippi:	4,500,000	7*	Jan. & July.	New York.	1890	....	1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	168
1st M.R.R. lands, &c., S.F. free, gold	380,000	7	Feb. & Aug.	Pittsburg.	1893	....	1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1888	....
Lawrence (P. Ft. W. & Chi.):	5,000,000	10	Jan. & July.	New York.	1899	92	2d Mort. (.....)	500,000	8	April & Oct.	"	1882	108
1st Mortgage, guaranteed.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mort. (Kal. & So. Haven R.R.)	640,000	8	May & Nov.	"	1889	....
Leavenworth, Lawrence & Galveston:	5,000,000	10	Jan. & July.	New York.	1899	92	2d Mort. (.....)	70,000	8	Feb. & Aug.	"	1890	108

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Midland Pacific:.....							Newark and New York (Cent.):						
1st Mortgage.....	\$1,100,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1891	....
Mifflin & Centre Co. (Pa. R. R.):							Newark, Somerset & Straitsville						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
Milwaukee & Chicago, (C&N.W.):							New Bedford and Taunton:						
1st Mortgage, guaranteed.....	182,900	7	March & Sept.	New York.	1874	....	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
2d Mortgage.....	10,500	7	Jun. & Dec.	"	1898	....	New Brunswick and Canada:						
Mil. & Prairie du Chien (M&StP):							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage, (assumed).....	3,674,000	8*	Feb. & Aug.	New York.	1898	....	Newburg & New York (Erie):						
2d Mortgage, (").....	1,315,000	7.3	"	"	1898	....	1st Mortgage for \$600,000.....	250,000	7	Jan. & July.	New York.	1889	....
Milwaukee and St. Paul:							New Canaan:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	93 1/2	1st Mortgage.....	75,750	7	April & Oct.	New York.	1889	....
1st Mortgage (E. Div. Palmer).....	792,000	8	May & Nov.	"	1874	....	Newcastle and Beaver Valley:						
1st Mort. (Iowa and Minn. Div.)..	3,792,000	7	Jan. & July.	"	1897	85 1/2	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage (Minn. Cent.).....	208,000	7	"	"	"	....	New Haven and Darby:						
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	"	....	1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven.	1888	....
1st Mortgage (P. du C. Div.).....	3,674,000	8	Feb. & Aug.	"	1898	109	New H. Middle'n & Willman:..						
2d Mortgage.....	1,315,000	7.3	"	"	1898	96	1st Mort. for \$3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	"	1884	85	2d Mortgage for \$1,500,000.....						
Income Mortgage.....	20,000	7	Jan. & July.	"	"	....	New H. & Northampton (Canal).						
Milwaukee City Loan.....	234,000	7	March & Sept.	"	1873	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	"	1891	....	Convertible, tax free.....	400,000	6	April & Oct.	"	1880	....
Real Estate Purchase.....	148,500	7	various.	"	"	....	New Jersey (Pennsylvania):						
Incumbrances assumed.....	35,073	7	"	"	"	....	1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
Mineral Point:							2d Loan.....	450,000	6	"	"	1878	....
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	3d (State Loan).....	1,000,000	6	"	"	1887	....
Minnesota and North Western:							New Jersey Midland (N.Y. & O.M.):						
1st Mort. sinking fund.....	20,000pm	7*	Jan. & July.	New York.	1895	....	1st Mortgage.....	3,000,000	7*	Jan. & July.	New York.	1895	....
Mississippi Central:							2d Mortgage.....	400,000	7	"	"	1891	....
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....	New Jersey Southern:						
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	"	1876	....	1st Mortgage of Sept. 19, 1869..	2,000,000	7	May & Nov.	New York.	1889	75
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	"	1863	....	1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	"	1890	....
Tennessee Loan bonds.....	1,278,900	6	Jan. & July.	"	1892	....	New Jersey West Line:						
Mississippi, Ouachita & Red Riv:							1st Mort. for \$3,000,000.....	gold	7*	May & Nov.	New York.	1900	....
1st Mortgage.....	12,000,000	7*	"	New York.	1900	....	New London Northern:						
Land Mort. (267,000 acres).....	1,000,000	7*	"	"	1900	....	1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
Arkansas State Loan.....	10,000,000	7	"	"	1900	48	1st Mortgage, Extended.....	3,000,000	7	March & Sept.	"	1885	....
Mississippi and Tennessee:							Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
1st Mortgage of April 1, 1856.....	600,000	7	April & Oct.	New York.	1876	....	New O. Baton Rouge & Vicksburg:						
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	"	181-98	....	1st Mortgage.....	12,500pm	8*	"	New York.	1910	....
Mississippi River:							2d Mort. endor. by Louis. gold	12,500pm	8*	"	"	1910	....
1st Mortgage.....	17,000pm	7	"	New York.	....	....	N. Orleans, Jackson & Gt. North.						
Mississippi, Iowa & Nebraska:							1st Mortgage of July 1, 1856, gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
1st Mort. of June 1, 1870.....	gold	7*	June & Dec.	New York.	1910	....	2d Mortgage of Oct. 1, 1860, gold	1,500,000	8*	April & Oct.	New York.	1890	....
Missouri, Kansas and Texas:							Income Mortgage of 1870.....	2,000,000	7*	"	New Orleans.	1890	....
1st M. R.R. & land (U.P.S. Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....	City Extension Mort.....	1,000,000	7*	"	"	1890	....
1st M. (Tobo & Newho)S.F. gold	2,000,000	7*	June & Dec.	"	1903	....	New Orleans, Mobile and Texas:						
Consol. L.G. S.F. (\$14,000,000)gd	1,605,000	7*	Feb. & Aug.	"	1904	....	1st Mortgage, skg fd, 227 m. gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
Missouri River, Ft. Scott & Gulf:							2d Mort. endor. by Louis. cur.	12,500pm	8	"	New York.	1915	....
1st Mortgage of Jan. 1, 1899.....	5,000,000	10	Jan. & July.	New York.	1899	99	2d Mortgage on 227 miles...cur.	12,500pm	8	"	"	1915	....
2d Mortgage of April 15, 1870..	1,400,000	10	April & Oct.	"	1890	91	New Orleans and Selma:						
Missouri Valley (K.U.S. J. & C.B.):							1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	New York and Boston:						
1st Mortgage.....	1,000,000	7*	"	"	1893	....	1st Mortgage.....	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
Mobile & Alabama Grand Trunk:							New York Central:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....	Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	13 1/2
Mobile Lo'n \$1,500,000 end. by Co.	1,500,000	8	"	"	....	....	Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	1876	103
Mobile and Girard:							Bonds for B. & N. Falls R.R.S'L	76,000	6	Feb. & Aug.	"	1883	....
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	91
2d Mortgage, endorsed by Ala.....	300,000	7	"	"	....	....	Bonds for real estate.....	182,000	6	"	"	1883	....
Plain Bonds.....	33,500	7	"	Mobile.	....	....	Bonds and mortgages for R. E.....	22,800	7	various.	"	var.	....
Mobile and Montgomery:							Bonds Convertible till Aug. 1, '60	195,000	7	Feb. & Aug.	"	1876	....
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....	Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	"	1887	92
Mobile and Ohio:							1st Mort. (Hudson Riv. R.R.).....	200,000	7	Feb. & Aug.	"	1870	....
1st Mortgage.....	5,470,000	8*	May & Nov.	New York.	1882	....	2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	"	1885	....
1st Mortgage.....	3,000,000	6*	"	London.	1882	....	3d Mort. (" ")	180,000	7	May & Nov.	"	1875	....
Interest bonds (10 years).....	803,700	8	"	New York.	1878	....	Conv. B'ds(" ")	8,000	7	"	"	1867	....
Interest bonds 2nd issue.....	377,900	8	"	"	1883	....	New York and Fort Lee (Erie):						
Interest bonds sterling.....	755,400	6*	"	London.	1883	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
Income Mortgage.....	1,151,000	8	various.	New York.	1883	....	New York & Flushing (F. & N.E.):						
Montgomery & Erie (Erie):							1st Mortgage.....	135,000	7	"	New York.	1876	....
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	New York and Harlem:						
Montgomery and Eufala:							1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	10 1/2
1st Mortgage of 1866, endorsed..	640,000	8	March & Sept.	New York.	1886	....	4th Mortgage of 1861.....	99,500	7	June & Dec.	"	1871	....
1st Mortgage of 1870, endorsed..	300,000	....	June & Dec.	"	1900	....	Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	"	1893	93
Montgomery & West Point (Wtn):							Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	"	1881	....
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....	Bonds of 1853, unsecured.....	106,000	7	"	"	1872	....
1st Mortgage.....	450,000	8	"	"	1880	....	N. York, Housatonic & Northern:						
1st Mortgage.....	298,000	8	"	"	1876	....	1st Mortgage.....	141,500	7	"	New York.	1889	....
2d Mortgage.....	254,000	8	"	"	1881	....	New York and New Haven:						
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
Montreal & Champlain:							New York & Oswego Midland:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....	1st Mort. for \$8,000,000.....	3,800,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage.....	370,000	8	"	New York.	1879	....	New York, Providence & Boston:						
Morris and Essex:							1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage, Sinking Fund.....	5,000,000	7	March & Sept.	New York.	1914	105	1st Mortgage.....	80,000	6	"	"	1878	....
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	103	Consol. Mort. for \$1,000,000...	512,000	7	Jan. & July.	"	1899	....
Convertible bonds.....	600,000	7	Jan. & July.	"	1900	....	Niles and New Lisbon:						
Construction bonds.....	3,584,000	7	Feb. & Aug.	"	1889	93 1/2	1st Mortgage.....	500,000	7	"	Philadelphia.	1889	....
Muscatine (South-Western):							Norfolk County (B. H. & Erie):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....	1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
Nashville and Chattanooga:							Norfolk & Petersburg (A.M. & O.):						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage not endorsed.....	25,000	6	"	"	1890	....	2d Mortgage.....	396,000	8	"	"	1877	....
Tenn. State Loan.....	150,000	6	"	"	1892	....	2d Mortgage for \$500,000.....	416,000	8	"	Norfolk.	1893	....
Tenn. State Loan (Jasper Br.)..	245,000	6	"	"	1900	....	North Carolina:						
Nashville and Decatur:							Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
1st Mort., Tenn. State Loan.....	2,629,042	6	Jan. & July.	New York.	1892	....	Mortgage Bonds.....	193,500	8	"	"	1877	....
2d Mortgage.....	600,000	6	"	"	1870	....	Mortgage Bonds.....	209,000	8	"	"	1888	....
Income Bonds (Tenn. and Ala.)	200,000	10	April & Oct.	"	1887	....	North Eastern						
Consols for \$2,100,000 at 70% gold		7	"	"	1901	....	1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
National (N. Jersey):							2d Mortgage.....	69,500	7	"	"	1868	....
1st Mortgage for \$7,200,000.....		7	"	New York.	1901	....	General Mortgage 1st Preference	773,000	7	"	"	1899	....
Naugatuck:							General Mortgage 2d Preference	141,500	7	"	"	1899	....
1st Mortgage, of 1866.....	120,500	7	Jan. & July.	Bridgeport.	1876	Funded Interest.....	117,485	7	"	"	1875

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Missouri:							Pemberton & N. York (N.J.S.):						
1st Mortgage of Jan. 1865	\$6,000,000	7	Jan. & July.	New York.	1895	86	1st Mortgage, guaranteed	\$375,000	7	Jan. & July.	New York.	1890	...
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	"	1888		Peninsula (C. & N. W.):						
3d M. of Oct. 1869 (7 p.c. after 5 yrs)	3,000,000	10	"	"	1888		1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	914
North Pennsylvania:							Peninsular (Mich. Ind. & Ill.):						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	984	1st Mortgage	1,800,000	7	May & Nov.	New York.	1899	...
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110	Pennsylvania and New York:						
2d Mortgage	1,245,000	7	May & Nov.	"	1896	954	1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	944
Northern Central:							1st Mortgage	1,500,000	7	"	"	1906	...
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.		Penobscot and Kennebec (M. C.):						
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	904	1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	
3d Mortgage	1,223,000	6	April & Oct.	"	1900	854	2d Mortgage	169,500	6	Feb. & Aug.	Boston.	1870	
3d Mortgage (York & Cumb. R.R.)	500,000	6	Jan. & July.	"	1877		Peoria & Bureau Val (C.R.I. & P.):						
Consol. Mort. of July 1868	2,019,000	6	"	"	1900	904	1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880		Peoria & Hannibal (C. B. & Q.):						
Northern New Hampshire:							1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	
1st Mortgage	115,000	6	April & Oct.	Boston.	1874		Peoria, Pekin and Jacksonville:						
Northern New Jersey (Erie):							1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	...
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878		2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	1900	...
Northern Pacific:							Peoria and Rock Island:						
1st Mort. on R.R. & lands..gold	50,000pm	7.3	Jan. & July.	New York.	1900	...	1st Mortgage	1,500,000	7	April & Oct.	New York.	1900	...
North Western Virginia:							Perkiomen (Phila. & Rdg):						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	98	1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
3d Mortgage	140,000	6	"	"	1885	904	Perth Amboy and Woodbridge:						
Norwich and Worcester:							1st Mortgage, guaranteed	100,000	6	"	New York.	1886	...
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877		Petersburg:						
Plain bonds	59,000	7	June & Dec.	"	1874		Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	...
Steamboat bonds	45,600	7	Feb. & Aug.	"	1877		Mortgage Bonds	25,500	7	"	"	1885	...
Construction bonds	250,000	7	Jan. & July.	"	1877		Mortgage Bonds	266,500	8	"	"	79-98	...
New bonds of 1870	22,000	7	"	"	1890		Philadelphia and Baltimore Cent:						
Nyack and Northern:							1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	...
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	...	1st Mortgage (Md. Div.)	300,000	6	"	"	1891	...
Oakland & Ottawa (D. & M.):							Philadelphia and Erie (Penn.):						
1st Mortgage (assumed) sterling	150,867	6	May & Nov.	London.	1873	...	1st Mortgage	5,000,000	6	March & Sept.	Philadelphia.	1881	97
1st Mortgage (") dollar.	51,000	7	"	New York.	1873	...	2d Mortgage	3,000,000	7	Jan. & July.	"	1883	864
Ogdensburg and Lake Champlain:							3d Mortgage	3,598,000	6	"	"	1920	...
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	...	1st Mortgage (Sunbury & Erie)	1,000,000	6	April & Oct.	"	1877	994
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	...	Philadelphia, Germant. & Norist:						
Equipment mortgage of 1868-69	500,000	8	Jan. & July.	"	1879	102	1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	...
Ohio and Mississippi:							Philadelphia and Reading:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	994	Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	...
1st Mortgage, (W. Div.)	850,000	7	"	"	1872		Debenture Loan of 1868	1,121,000	6	"	"	1863	...
2d Mortgage, (W. Div) conv	534,000	7	"	"	1874	83	Debenture Loan of 1870	2,625,000	7	"	"	1860	884
Income Mort., (W. Div.)	221,500	7	April & Oct.	"	1882	...	Mortgage Loan of 1867, conv.	143,500	6	"	"	1886	...
Funded Debts Mort. (W. Div.)	16,500	7	"	"	1882	...	Mort. Loans of 1843-44-48 & 49	1,521,000	6	"	"	1880	90
Consolidated Mort.	2,761,000	7	Jan. & July.	"	1898	934	Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1883	1034
Consolidated Mort. (sterling)	101,550	7	"	London.	1898		Sterling Loan of 1836	182,400	6	Jan. & July.	London.	1880	...
Oil Creek and Allegheny River:							Sterling Loan of 1843	976,800	6	"	"	1880	...
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	824	Sterling Loan of 1839	288,000	7	"	"	72-77	...
1st Mortgage	550,000	7	April & Oct.	"	1882		Philadelphia, Wilmington & Balt:						
1st Mortgage	200,000	7	June & Dec.	"	1871	...	Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	...
2d Mortgage	71,000	7	May & Nov.	"	1871	...	Plain Bonds	600,000	6	April & Oct.	"	1871	...
Consolidated Mortgage	819,000	7	"	"	1888	86	Plain Bonds	400,000	6	"	"	1876	...
Old Colony and Newport:							Plain Bonds	1,000,000	6	"	"	1887	...
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	1024	Pittsburg, Cin. & St. Louis (Pa.):						
Plain Bonds	1,000	6	March & Sept.	"	1874	934	1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	...
Plain Bonds	485,000	6	April & Oct.	"	1875	964	2d Mort. conv. (Stauben & Ind.)	3,820,000	6	March & Sept.	"	764	...
Plain Bonds	1,000,000	6	March & Sept.	"	1876	944	Pittsburg & Connellsville (B. & O.):						
Plain Bonds	34,000	6	"	"	1884		1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	914
Omaha and Southwestern:							2d Lien Balt. Loan	1,000,000	6	"	"	1886	...
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	...	Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	...
Orange, Alexandria & Manassas:							Real Estate bonds	100,000	6	various	Baltimore.	1883	...
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86	Pittsburg, Ft. Wayne & Chicago:						
2d Mort. (Charlot. to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	794	1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
3d Mort.	598,000	8	May & Nov.	Richmond.	1873	86	1st Mortgage (Series B)	875,000	7	Feb. & Aug.	"	1912	...
4th Mort.	674,000	8	March & Sept.	Alexandria.	1880	83	1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	...
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	824	1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	...
Va. State Loan	249,992	7	"	"	1893		1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	...
Osaage Valley & Southern Kansas:							1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	...
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	...	2d Mortgage (Series G)	860,000	7	Jan. & July.	"	1912	100
Oswego and Rome (B.W. & O.):							2d Mortgage (Series H)	860,000	7	Feb. & Aug.	"	1912	...
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	...	2d Mortgage (Series I)	860,000	7	March & Sept.	"	1912	...
Income Mortgage guar.	112,100	6	Feb. & Aug.	"	1891	...	2d Mortgage (Series K)	860,000	7	April & Oct.	"	1912	...
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series L)	860,000	7	May & Nov.	"	1912	...
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	70-80	...	2d Mortgage (Series M)	860,000	7	June & Dec.	"	1912	...
2d Mortgage, guaranteed	375,000	7	"	"	1885	...	3d Mortgage	2,000,000	7	April & Oct.	"	1912	974
Ottawa, Osw. & Fox R.V. (O.R. & Q.):							Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	"	1876	...
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	...	Equipment Mort. of Mar. 1, 1899	1,000,000	8	March & Sept.	"	1874	...
Owensboro and Russellville:							Construction bonds of Jan. 1, 70	100,000	7	Jan. & July.	"	1877	...
1st Mortgage	200,000	6	April & Oct.	New York.	1886	...	Port Huron & Lake Michigan:						
Pacific of Mo.							1st Mortgage of May 1, 1899	1,800,000	7	May & Nov.	New York.	1899	...
1st Mort., construction (Dresden)	74,000	6	Feb. & Aug.	New York.	1880	...	Portland and Kennebec:						
1st Mortgage	7,000,000	7	Jan. & July.	"	1880	100	1st Mort. (K. & P. R. R.) 1851-61	224,800	6	April & Oct.	Portland.	1883	...
Real Estate Bonds	500,000	10	various	St. Louis.	var.	...	Funded Int. bonds Oct. 1, 1863	22,648	6	"	Boston.	1883	...
St. Louis County Loan	700,600	6	Feb. & Aug.	"	71-73	...	Consol. (P. & K. R. R.) Apr. 1, 1865	780,700	6	"	"	1896	...
Summa:							Portland loan	100,000	6	"	"	...	...
Sterling Bonds £152,775 at 4.85	740,950	7	Feb. & Aug.	London.	1872	...	Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	...	...
Sterling Bonds £19,350 at 4.85	93,847	7	April & Oct.	"	1876	...	Portland and Oxford Central:						
Sterling Bonds £597,800 at 4.85	3,869,330	7	"	"	1897	...	1st Mortgage of 1863	250,000	6	"	Portland.	1883	...
Paterson and Newark (Erie):							Port Royal:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	...	1st Mort. skg fid conv.	2,500,000	7	May & Nov.	Land. & N. Y.	1889	...
Paterson and Ramapo (Erie):							Portsmouth, Gt. Falls & Conway:						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	...	1st Mortgage	200,000	6	"	Boston.	1889	...
Pekin, Junc. & Decatur (T.W. & W.):							Potsdam & Watertown (R.W. & O.):						
1st Mortgage	16,000pm	7	Feb. & Aug.	New York.	1901	...	1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	72-74	...
Pemberton & Hightstown (C. & A.):							Pongkeepsle and Eastern:						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	...	1st Mort. conv. & tax free	800,000	7	Jan. & July.	New York.	1910	...
Pennsylvania:							Providence, Warren and Bristol:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98	1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	...
2d Mort. Harriab. to Pittsb.	2,594,000	6	April & Oct.	"	1876	994	Quincy and Toledo (T.W. & W.):						
2d M. stg.	2,282,840	6	"	London.	1875	...	1st Mortgage, assumed	500,000	7	May & Nov.	New York.	1890	89
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	924	Quincy & Warsaw (C. B. & Q.):						
State lien on whole property	5,924,717	6	April & Oct.	Harrisburg.	71-90	...	1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	98
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	...	Raleigh and Gaston:						
Mortgages and ground rents	102,809	8	various	"	var.	...	1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	...

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Reading and Columbia (P. & R.):							Savannah and Charleston:						
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	....	1st Mortgage (Sav. & Char. R.R.)	\$406,500	7	Jan. & July.	New York.	1889	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	....	Bonds (C. & S.R.R.) guar. by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Rensselaer and Saratoga:							Int. b'ds (C. & S.R.R.) guar. by S.C.	245,745	7	"	"	1889	....
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	....	Savannah and Memphis:						
2d Mortgage.....	300,000	7	"	"	1880	....	1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
3d Mortgage.....	150,000	7	"	"	1887	....	Schenectady and Susquehanna:						
1st Mortgage (S. & W.) assumed.	400,000	7	March & Sept.	"	1886	....	1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (T. S. & R.) assumed.	500,000	7	May & Nov.	"	1890	....	Schuylkill and Susquehanna:						
1st Mortgage (G.F.B.) assumed.	125,000	7	Jan. & July.	"	1894	....	1st Mortgage, May 1, 1866.....	97,000	6	May & Nov.	Philadelphia.	1870	....
Richmond and Danville:							Scioto & Hocking Valley (M. & C.):						
Virginia skg fund loan.....	600,000	6	Jan. & July.	New York.	1880	....	1st Mort., assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1896	....
1st Mortgage guar. by Va.....	158,100	6	"	"	1875	77	Seaboard and Roanoke:						
Consolidated, Mort.....	1,722,000	6	May & Nov.	N. Y. & Rich.	'75-'90	....	1st Mortgage.....	210,000	7	"	Philadelphia.	1800	....
4th Mortgage.....	64,500	6	"	Richmond.	'73-'75	....	Selma and Gulf:						
Bonds to Roanoke Val. R.R. Co.	129,600	6	Feb. & Aug.	"	'71-'76	....	1st Mortgage, guar. by Ala.....gold	16,000pm	8*	"	New York.	1890	....
Rich. Fredericksburg & Potomac:							Selma, Marion and Memphis:						
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	....	1st Mortgage, guar. by Ala.....gold	16,000pm	8*	March & Sept.	New York.	1889	....
Dollar Bonds.....	124,489	6	"	Richmond.	var	....	Selma and Meridian:						
Dollar Bonds.....	274,228	7	"	"	var	....	1st Mortgage (3d series).....	794,830	6	various.	"	var	....
Richmond and Petersburg:							Selma, Rome and Dalton:						
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	....	1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	'72-'80	....	2d Mortgage.....	6,000,000	7	"	"	....	....
Richmond and York River:							Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage (new).....	600,000	8	Jan. & July.	New York.	1898	....	1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Roanoke Valley (R. & Dan.):							Sheboygan and Fond du Lac:						
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....	1st Mortgage.....	750,000	7	June & Dec.	New York.	1884	....
Rochester & Genesee Val. (Erie):							Shenango and Allegheny:						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876	....	1st Mort. of Oct. 1, 1869.....	620,000	7	April & Oct.	Philadelphia.	1889	....
Rockford, R. Island & St. Louis:							Shore Line (N. Y. & N. H.):						
1st Mortgage, conv., S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....	1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	....
Rocky River:							Sioux City and Pacific:						
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873	....	1st Mortgage Jan. 1, 1868....gold	1,628,000	6*	Jan. & July.	New York.	1898	....
Rome, Watertown & Ogdensb.:							2d Mortgage (U.S. subsidy)....cur	1,628,320	6	"	"	1898	....
1st Mortgage (general) Skg Fund	632,500	7	June & Dec.	New York.	1891	....	Sioux City and St. Paul:						
1st Mort. (W. & R.) Skg Fund....	796,900	7	March & Sept.	"	1880	....	1st Mortgage, L. G. tax free....	14,000pm	7	"	New York.	....	....
1st Mort. (Potomac & Watert.)	345,500	7	June & Dec.	"	'72-'74	....	Somerset (Me. Central):						
Rondout and Oswego:							1st Mortgage, June 1, 1871....gold	450,000	7*	June & Dec.	Boston.	1891	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	90	South Carolina:						
Rutland (Verm. Central):							Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Equip. Bonds of May 1, 1870....	500,000	7	May & Nov.	Boston.	1880	84	Domestic Bonds (H) 1866-'67....	306,500	7	April & Oct.	Charleston.	'71-'72	....
Equip. Bonds of Sept. 1, 1870....	500,000	8	March & Sept.	"	1880	97	Domestic Bonds (G) 1862-'67....	342,500	6	Jan. & July.	"	'73-'74	....
Rutland & Burlington (Rutland):							Domestic Bonds (K) Jan. 1868....	1,272,000	7	April & Oct.	"	'88-'91	....
1st Mort. conv. into pref. stock..	70,000	7	Feb. & Aug.	Boston.	1863	....	Domestic Bonds (special) Sep. '66	76,000	6	Jan. & July.	"	'80-'92	....
2d Mort. conv. into com. stock....	67,000	7	"	"	1863	....	Real Estate Mortgage.....	80,733	7	various.	"	'71-'91	....
Saint Croix and Penobscot:							Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	'82-'88	....
1st Mort. (Cal. & Baring R.R.)...	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Georgia & Florida (A. & G.):						
2d Mort. (" " " " " " " ")	17,500	6	"	"	1879	....	1st Mort. assumed by Atl. & Gulf	464,000	7	"	New York.	1890	....
Calais Loan to Lewey's Isl. R.R.	130,000	6	June & Dec.	"	1876	....	2d Mort. " " " " " " " ")	200,000	7	"	"	1890	....
St. Joseph & C.B. (K.C. St. & C.B.):							South Mountain Iron:						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97	1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage (" " " " " " " ")	339,500	8	June & Dec.	"	1874	91	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	....
St. Joseph & Denv. C. (E.D. 112m.)							South and North Alabama:						
1st Mort. of Aug. 14, 1869 free....	1,500,000	8*	Feb. & Aug.	NY, L'n & Fk.	1899	102	1st Mort., endor. by Ala., tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
St. Joseph & Denv. C. (W.D. 160m.)							South Pacific (Atl. & Pac.):						
1st M. R.R. lands of M'y 14, '70, free	5,500,000	8*	Feb. & Aug.	NY, L'n & Fk.	1900	97	1st Mort. assumed by A. & P....	7,250,000	6*	Jan. & July.	New York.	1888	....
St. Lawrence & Industry (Can.):							South Shore (Mass.):						
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	....	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	....
St. Louis, Alton and Terre Haute:							South Side (L. I.):						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	98	1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
2d Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	South Side, Va. (A.M. & O.):						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	80	1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	'84-'90	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	1st Mort., consol. 2d pref.....	619,300	6	"	"	'84-'90	....
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	76	4th Mortgage, consol. 3d pref....	458,100	6	"	"	'84-'90	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	Va. State Loan (net).....	708,102	6	"	"	long	....
St. Louis, Coun. Bluffs & Omaha:							Southern Central:						
1st Mortgage, guaranteed....gold	16,000pm	7*	Jan. & July.	New York.	1901	....	1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis and Iron Mountain:							Southern Iowa and Cedar Rapids:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	97	1st Mortgage.....gold	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis, Jacksonville & Chicago:							Southern Minnesota:						
1st Mortgage of Mar. 16, 1864....	2,365,000	7	April & Oct.	New York.	1894	93	1st Mort., Apr. 1, 1868 tax free..	20,000pm	7	April & Oct.	New York.	1888	....
2d Mortgage of May 1, 1868.....	360,000	7	Jan. & July.	"	1898	....	Southern (Cal.) Pacific:						
St. Louis, Lawr. & Denv. (Pacific):							1st Mortgage for \$28,000,000....gold		6*	Jan. & July.	New York.	1901	....
1st Mortgage, guaranteed....gold	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Pennsylvania:						
St. Louis and Santa Fe:							1st Mort. March 1, 1870....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	....	2d Mort. Sept. 1, 1870....gold	80,000	7*	"	"	1880	....
St. Louis and South Eastern:							South Western (Cen. of Ga.):						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....	Mortgage Bonds, various.....	399,000	7	various.	Macon.	'77-'80	....
St. Louis and St. Joseph (N. Mo.):							Mortgage Bonds, Muscogee R.R.	300,560	7	"	"	....	....
1st Mort. of Nov. 2, 1868 guar. gold	1,000,000	6*	May & Nov.	New York.	1893	....	Spartanburg and Union:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage, S. F., guaranteed..	1,900,000	7	Jan. & July.	New York.	1897	....	1st Mortgage not endorsed.....	198,370	7	"	"	....	....
2d Mortgage, S. F., guaranteed..	2,000,000	7	April & Oct.	"	1887	....	Springfield & Illinois S. Eastern:						
St. Paul and Chicago (M. & St. P.):							1st Mortgage.....gold	16,000pm	7*	Jan. & July.	New York.	1890	....
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	"	1900	....	Staten Island:						
St. Paul and Pacific 1st Division:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892	....	Sterling Mountain:						
1st Mort. (St. Paul to Wab. 80 m.)	700,000	7	Jan. & July.	"	1892	....	1st Mortgage.....	850,000	7	"	New York.	1874	....
Land Grant & 2d Mort. (80 m.)...	1,200,000	7											

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Tioga:							Western Union (M. & St. P.):						
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	1st Mortgage for \$5,000,000	\$3,275,000	7	Feb. & Aug.	New York.	1896	....
Toledo, Peoria and Warsaw:							West Jersey:						
1st Mortgage (E. Div.).....	1,800,000	7	June & Dec.	New York.	1894	91	Loan of Mar. 1861, guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	91	1st Mortgage, Jan. 1, 1886.....	1,000,000	6	Jan. & July.	"	1896	91
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	80	Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102
Equipment sinking fund	406,000	8	Jan. & July.	"	1879	....	West Shore Hudson River:						
Toledo, Wabash and Western:							1st Mortgage.....	676,300	7	— & —	New York.	....	....
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	101	West Wisconsin:						
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1886	....
2d Mort. (Tol. & Wabash 75 m.).....	1,000,000	7	May & Nov.	"	1878	93	Wicomco and Pocomoke:						
2d Mort. (Wab. & West. 167 m.).....	1,500,000	7	"	"	1871	....	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1888	....
Equipm't Bonds (T. & W. 75m.).....	600,000	7	"	"	1883	82	Williamston and Tarboro':						
Consol. M. (T. W. & W. 600 m.).....	2,700,000	7	F. M. A. & N.	"	1907	87 1/2	1st Mortgage coupon.....	350,000	8	May & Nov.	New York.	1900	....
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	90 1/2	Wilm., Charlotte & Rutherford:						
Troy and Boston:							1st mortgage.....	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	'87-'97	....
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	Wilmington and Reading:						
3d Mortgage.....	650,000	7	May & Nov.	"	1876	....	1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900	96 1/2
Convertible Bonds.....	648,000	7	"	"	1882	....	2d Mortgage.....	262,200	7	Jan. & July.	"	1902	....
Troy, Salem & Rutland (R. & Sar.):							Wilmington and Weldon:						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	Sterling Loan.....	576,888	6	Jan. & July.	London.	1881	....
Troy Union:							Sterling Loan.....	197,777	7	May & Nov.	"	1886	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Sinking Fund Bonds.....	710,000	7*	Jan. & July.	New York.	1896	....
2d Mortgage, guaranteed.....	360,000	6	"	"	1878	....	Winona & St. Peter (C. & N. W.):						
Union Pacific:							1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	....	87 1/2
1st Mortgage, tax free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	91 1/2	2d Mortgage.....	12,000pm	7	May & Nov.	"	....	....
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1899	81							
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	87							
2d Mortgage (U. S. subdly.).....	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99	....						
Union Pacific—Central Branch:													
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....						
2d Mortgage (U.S. subdly.).....	1,600,000	6	Jan. & July.	"	1896	....						
Union Pacific, E. D. (see K. Pac.):													
Union Pacific, S. Br. (M. K. & T.):													
1st M. R. R. 342m. & 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....						
Union and Titusville:													
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	....						
Utica and Black River:													
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....						
Vermont Central:													
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	84							
2d Mortgage.....	1,500,000	7	"	"	1891	35							
Equip. Loans of 1866-'67.....	1,000,000	8	May & Nov.	"	'76-'77	100							
Equip. Loans of 1867.....	1,000,000	8	"	"	1889	100							
Stanstead, Sheffield & Cham. b'ds	500,000	7	Jan. & July.	"	1887	83 1/2							
Guar. Stock (Vt. & Ca.).....	2,000,000	8	June & Dec.	"	....	....					
Vermont and Massachusetts:													
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	92							
Convertible tax free, bonds.....	200,000	7	"	"	1879	....						
Vermont Valley (Vt. Central):													
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....						
2d Mortgage.....	114,000	6	"	Boston.	1860	....						
1st Mortgage.....	283,200	7	"	New York.	1869	....						
Vicksburg and Meridian:													
General Mort. 1st series (red).....	\$722,500	7	Jan. & July.	Philadelphia.	1890	....						
" " 2d series (blue).....	850,000	7	"	"	1890	....						
" " 3d series (black).....	154,000	7	"	"	1890	....						
Special Loan.....	1,273,000	7	April & Oct.	"	1890	....						
(not endorsed).....	226,438	8	Jan. & July.	"	1890	....						
Vineland:													
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	....						
Virginia Central see "Chesa. & O.":													
Virginia & Tennessee (A.M. & O.):													
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	90							
2d Mortgage.....	4,000	6	"	"	1869	77							
3d Mortgage.....	990,000	6	"	"	1884	....						
Income Mortgage.....	113,000	6	"	"	1866	....						
4th Mortgage.....	846,000	6	"	"	1900	90							
Registered Certificate.....	116,129	8	"	Richmond.	1880	....						
Interest Funding Bonds.....	204,200	8	"	New York.	1880	....						
Wallkill Valley (20,000 per mile):													
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	....						
Ware River (N. & N.):													
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	....						
Warren (D. L. & W.):													
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....						
Warwick Valley (Erie):													
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....						
Washington and Ohio:													
1st Mortgage 1868 for \$8,000,000.	....	7	May & Nov.	New York.	1898	....						
Watertown & Rome (R. W. & O.):													
2d Mortgage.....	3,006	7	March & Sept.	New York.	1871	....						
Sinking Fund.....	796,900	7	"	"	1880	....						
Westchester and Philadelphia:													
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	96 1/2							
3d Mortgage (8s compromised).....	557,400	6	April & Oct.	"	1878	....						
Western Alabama:													
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	....						
1st Mortgage (before consol.).....	600,000	8	"	"	1888	....						
1st Mortgage (M. & W. Point R.R.)	750,000	8	Jan. & July.	"	1881	....						
Western (B. & Albany):													
Sterling Bonds.....	1,619,520	5*	April & Oct.	London.	1871	....						
Albany Loan (A. & W. Stockb'dge)	500,000	6	Jan. & July.	Boston.	1878	....						
Dollar Bonds.....	753,500	6	April & Oct.	"	1875	98 1/2							
Western Maryland:													
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1890	84							
2d Mortgage preferred.....	600,000	6	"	"	1890	67							
Bonds endorsed by Balt.....	600,000	6	"	"	1890	92 1/2							
Bonds (July 1, 1870) endor. by B.	1,400,000	6	"	"	1890	90 1/2							
Western North Carolina (E.D.):													
1st Mortgage, Mar. 1, 1870.....	1,400,000	8	Jan. & July.	New York.	1890	....						
Western Pennsylvania (Penn.):													
1st Mortgage (E. Div.) guar.....	800,000	6	April & Oct.	Philadelphia.	1893	80 1/2							
1st Mortgage (Pittab. Div.) guar.	1,000,000	6	Jan. & July.	"	1896	....						

[illegible]

Sept. 30, 1870	12.4	2.4	2.1	3.1	20	Lowell and Lawrence, Mass.	332,883	30,256	15,123	200,000	67,700	11,539	89,056	(Leased & oper. by Boston & Lowell.)	6 100
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Income, Dividends, &c., &c.

(An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "mi." and running data (-) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "1."

Abstract of General Balance Sheet.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Market Price.
RAILROAD STOCKS:			
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	150
Atlantic and St. Lawrence* guar.	2,484,000	4	4
Baltimore and Ohio, pref.	3,000,000	6	150
Berkshire* guaranteed	600,000	7	7
Blossburg and Corning* guar.	250,000	6	6
Boston, Concord and Montreal, pref.	1,340,000	6	75
Buffalo, N. York and Erie* guar.	950,000	7	74
Camden and Atlantic, pref.	753,695	7	60
Catawissa*, pref. and guar.	2,200,000	7	92
Cayuga and Susquehanna* guar.	589,110	7	9
Cedar Rapids & Missouri* preferred and guaranteed	755,000	7	7
Central Ohio, preferred	400,000	7	31
Chemung* guar.	380,000	8	6
Cheshire, preferred	2,017,815	7	85
Chicago and Alton, pref.	2,425,400	7	10
Chicago, Iowa and Nebraska* guar.	2,600,000	7	10
Chicago and Northwestern, pref.	20,370,293	7	92
Cleveland and Mahoning* guar.	2,055,000	7	7
Cleveland and Toledo* † guar.	6,250,000	7	3
Coechebo, preferred	177,750	8	8
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	93
Cumberland Valley, 1st pref.	241,900	8	114
do 2d pref.	242,000	8	8
Delaware* guaranteed	594,261	8	6
Detroit & Milwaukee* preferred and guaranteed	1,500,000	6	...
Dubuque and Sioux City* preferred and guaranteed	1,988,170	7	97
Dubuque Southwestern, pref.	330,308	7	7
Eastern (N. H.)* guaranteed	492,500	8	8
Elmira, Jefferson and Canandaigua* guaranteed	500,000	5	5
Elmira and Williamsport* guar.	500,000	5	5
Elmira and Williamsport* preferred and guaranteed	500,000	7	80
Erie, preferred	8,536,910	7	66
Evansville and Crawfordsville pref.	100,000	...	...
Hannibal and St. Joseph, pref.	5,075,224	...	67
Harrisburg and Lancaster* guar.	1,182,550	7	7
Houston, preferred	1,180,000	8	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	35
Joliet and Chicago* guar.	1,500,000	7	7
Joliet and Northern Indiana* guar.	300,000	8	8
Lackawanna and Bloomsburg, pref.	500,000	7	...
Leeds and Farmington* guar.	...	5	...
Little Schuylkill* guar.	2,640,100	7	7
Louisville, Cincinnati and Lexington preferred	948,709	9	87
Marietta and Cincinnati, 1st pref.	6,580,135	6	22
do 2d pref.	4,051,744	6	13
Manchester and Lawrence*	1,000,000	9	...
Michigan Southern, guaranteed	586,800	10	10
Mill Creek and Mine Hill* guar.	323,375	10	10
Milwaukee and St. Paul, preferred	9,744,268	7	80
Mine Hill and Schuylkill Haven* guaranteed	3,775,000	8	8
Mount Carbon & Pt. Carbon* guar.	282,250	12	12
New Haven and Northampton*	1,344,000	2	...
New York and Harlem, pref.	1,500,000	8	135
Niagara Bridge and Canandaigua* guar.	1,000,000	6	6
North Eastern (S. C.), preferred	155,000	8	8
Ogdensburg and L. Champlain, pref.	1,037,000	8	105
Ohio and Mississippi, pref.	3,500,000	7	75
Pateron and Hudson* guar.	630,000	8	8
Pateron and Ramapo* guar.	245,000	5	...
Peoria and Bureau Valley* guar.	1,200,000	6	...
Philadelphia and Erie*	5,996,700	...	...
Philadelphia and Reading, pref.	1,551,800	10	...
Philadelphia and Trenton* † guar.	1,099,120	10	...
Pittsfield and North Adams* guar.	450,100	6	6
Portl. & Kennebec (Yarmouth) guar.	207,000	6	6
Portland, Saco & Portsmouth* guar.	1,500,000	6	6
Portsmouth and Concord*	350,000	7	7
Richmond, Fredericksh. & Potomac, guaranteed	142,900	7	7
Rochester and Genesee Valley*	557,560	7	7
Rutland, preferred	...	7	79
St. Louis, Alton and T. H., pref.	2,040,000	7	55
Sandusky and Cincinnati, pref.	445,596	6	36
Schuylkill Valley* guar.	576,000	5	5
Shamokin Valley & Pottsville* guar.	869,450	5	5
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...
do (E. D.) pref.	1,700,000	7	...
Toledo, Wabash and Western, pref.	1,000,000	7	84
Troy and Greenbush* guar.	274,000	7	7
Vermont and Canada* guar.	2,500,000	8	8
Warren* guar.	1,408,300	7	7
White Mountains* guar.	200,000	5	5
Wrightlev. York & Gettysburg* pref.	317,050	2	...

CANAL STOCKS:			
Delaware Division* guar.	1,633,350	8	8
Morris, preferred	1,175,000	10	122
Schuylkill Navigation, pref.	2,888,997	6	83
Union, preferred	...	5	1

MISCELLANEOUS STOCKS:			
Cumberland Coal, pref.	...	6	...
Mariposa Mining, pref.	5,774,400	7	7

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 7¢ per ton; Polished Sheet, 3 cents per lb.

Pig Scotch, No. 1.....	per ton	33 50	@ 40	—
Pig, American, No. 1.....	36	—	@	—
Pig, American, No. 2.....	34	—	@ 35	—
Pig, American, Forge.....	33	—	@ 34	—
Bar, Refined, English and American.....	—	—	@ 86	—
Bar, Swedes, assorted sizes.....	(gold)	85	@ 100	—

STORE PRICES.

Bar, Swedes, ordinary sizes	112 50	@ 122 50	—
Bar, Refined.....	92 50	@ —	—
Bar, Common.....	—	@ —	—
Scroll.....	110	@ 140	—
Ovals and Half-round.....	110	@ 130	—
Band.....	—	@ 107 50	—
Horse Shoe.....	105	@ 115	—
Rods, 1/3-16 Inch.....	97 50	@ 132 50	—
Hoop.....	112 50	@ 160	—
Nail Rod.....	per lb.	7	@ —
Sheet, Russia, as to No.'s.....	(gold)	15	@ — 15 1/2
Sheet, Single D. and T. Common.....	—	5 1/2	@ — 6
Rails, English.....	(gold).....	per ton.	— @ 63 —
Rails, American, at Works in Penna. c'y.	70	@ 71	—
Anvils, (Engle).....	per lb	8	@ —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast, (2d and 1st quality).....	per lb.	15	@	18
English Spring (2d and 1st quality).....	7	@	10	—
English Blister (2d and 1st quality).....	10	@	17	—
English Machinery.....	11	@	13	—
English German (2d and 1st quality).....	104	@	12	—
American Blister "Black Diamond".....	—	@	12	—
American, Cast, Tool, do.....	15	@	16	—
American, Spring, do.....	9	@	11	—
American Machinery, do.....	9	@	10	—
American German, do.....	9	@	11	—

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d. @ 60d.....	per 100 lb.	—	@	4 65
Cut Spikes, all sizes.....	—	@	4 90	—
Clinch.....	5 15	@	6 65	—
Horse Shoe, Forged (No. 10 to 5).....	per lb.	19	@	33
Copper.....	—	@	40	—

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca.....	(gold)	per lb.	—	@ 42
Straits.....	(gold)	—	@	37
English.....	(gold)	—	@	27
Plates—Fair to good brands.....	(Gold)	—	@	25
I. C. Charcoal.....	per box	9 50	@	9 75
I. C. Coke.....	8 50	@	9 25	10 25
Coke Terne.....	7 75	@	8	9 25
Charcoal Terne.....	8 50	@	8 75	9 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).....	per gall.	—	13	@	—
Crude, 40 @ 47 gravity (in shipping order).....	17	@	—	—	—
Refined, Standard White (in ship's order).....	224	@	—	—	—
Refined, Prime White (in shipping order).....	—	@	—	—	—
Refined, S. W. (in jobbing lots).....	25	@	4	—	—
Refined, S. W. (in tin).....	28	@	4	—	28
Naphtha, Refined, (65 @ 73 gravity).....	—	@	4	—	13
Residuum.....	per bbl.	4	@	—	—

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window. (Single Thick.)

Sizes.	1st.	2d.	3d.	4th.
6 by 8 to 7 by 9.....	\$7 75	\$7 00	\$6 50	\$6 00
8 by 10 to 10 by 15.....	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18.....	9 75	9 00	8 50	7 00
14 by 16 to 16 by 24.....	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30.....	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30.....	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36.....	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44.....	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48.....	20 00	18 00	15 50	13 50
32 by 50 to 32 by 58.....	22 00	20 00	17 00	14 50
Above.....	25 00	25 00	20 00	16 00

(The above subject to a discount of 55¢ @ 60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10.....	(4 qts.) per 50 feet 10 @ 7 75
8 by 11 to 10 by 15.....	(4 qts.) 10 50 @ 8
11 by 14 to 12 by 18.....	(4 qts.) 12 @ 9 25
14 by 16 to 16 by 24.....	(4 qts.) 12 50 @ 9 75
18 by 22 to 18 by 30.....	(4 qts.) 15 @ 10 50
20 by 28 to 24 by 30.....	(4 qts.) 18 50 @ 12
20 by 28 to 24 by 36.....	(4 qts.) 19 50 @ 12 50
20 by 34 to 26 by 40.....	(3 qts.) 21 50 @ 16
28 by 38 to 28 by 44.....	(3 qts.) 22 @ 16 50
28 by 46 to 30 by 48.....	(3 qts.) 23 @ 17
30 by 50 to 32 by 52.....	(3 qts.) 24 50 @ 18
32 by 54 to 34 by 56.....	(3 qts.) 26 50 @ 19 50
34 by 58 to 34 by 60.....	(3 qts.) 30 @ 22
35 by 60 to 40 by 60.....	(3 qts.) 36 @ 28

(Subject to a discount of 55¢ @ 60 per cent.)

English sells at 40¢ @ 50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 10.

	Th. 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9.	W. 10.
Canton Co.....	78	100	100	101	101	101
Central Pacific Co.....	100	100	100	101	101	101
Central of N. Jersey.....	109	109	109	109	109	109
Chicago & Alton.....	118	118	118	118	118	118
.. pref.....	122	122	122	122	122	122
.. 1 M.....	93	93	93	93	93	93
.. S. F.....	93	93	93	93	93	93
.. Inc. bds.....	93	93	93	93	93	93
Chicago, Burl. & Q.....	129	129	129	129	129	129
.. 8s, 1883.....	68	68	68	68	68	68
Chic. & Northwestern.....	92	92	92	92	92	92
.. pref.....	101	101	101	101	101	101
.. 1st M.....	102	102	102	102	102	102
.. S. F.....	93	93	93	93	93	93
.. Consol.....	108	108	108	108	108	108
Chic. Rock Isl. & Pac.....	107	107	107	107	107	107
Chl. R. I. & Pa. 7s, 1896.....	101	101	101	101	101	101
Clev. Col. C. and Ind.....	89	89	89	89	89	89
Clev. & Pittsburg guar.....	91	91	91	91	91	91
.. 2 M.....	83	83	83	83	83	83
.. 3 M.....	83	83	83	83	83	83
.. 4 M.....	83	83	83	83	83	83
Clev. and Toledo.....	87	87	87	87	87	87
.. S. F. 7s.....	20	20	20	20	20	20
Col. Chl. & Ind. C.....	20	20	22	21	20	20
.. 1 M.....	89	89	89	90	90	90
.. 2 M.....	90	90	90	90	90	90
Del. & Hudson Canal.....	123	123	123	123	123	123
Del. Lack. & Western.....	104	104	103	103	103	103
.. 1 M. 7s.....	104	104	103	103	103	103
.. 2 M. 7s.....	104	104	103	103	103	103
Dubuque & Sioux City.....	36	35	35	36	36	36
Erie Railway.....	36	35	35	36	36	36
.. pref.....	65	65	65	65	65	65
.. 1 M. 7s, 1897.....	101	101	101	101	101	101
.. 2 M. 7s, 1879.....	101	101	101	101	101	101
.. 3 M. 7s, 1883 93.....	101	101	101	101	101	101
.. 4 M. 7s, 1880 89.....	101	101	101	101	101	101
.. 5 M. 7s, 1888.....	101	101	101	101	101	101
Great Western 2d mort.....	87	87	87	87	87	87
Hannibal & St. Joseph.....	54	53	53	55	55	55
.. pref.....	60	60	60	67	67	67
.. 8s, conv.....	95	95	95	97	97	97
Hudson River.....	95	95	95	95	95	95
.. 2 M. S. F.....	105	105	105	105	105	105
.. 3 M. 7s, 1875.....	105	105	105	105	105	105
Illinois Central.....	104	104	104	104	104	104
.. bonds.....	104	104	104	104	104	104
Lake Shore & Mich. S'th.....	93	93	95	90	92	90
Lake Shore Div. bonds.....	93	93	93	90	92	90
Marietta & Cin. 1st pref.....	93	93	93	90	92	90
.. 2d pref.....	93	93	93	90	92	90
Michigan Central.....	115	115	115	116	116	116
.. S. F. 8s, 1882.....	115	115	115	116	116	116
M. S. and N. I. M. S. F.....	103	103	103	103	103	103
.. 2 M.....	98	98	98	103	103	103
Mariposa Mining Co.....	104	104	104	104	104	104
.. pref.....	104	104	104	104	104	104
Milw. and St. Paul.....	56	54	55	55	54	54
.. pref.....	50	50	80	80	80	80
.. 1st mort.....	92	92	92	92	92	92
.. 2d mort.....	85	85	85	85	85	85
.. 8s.....	109	109	109	109	109	109
.. 7 3-10s con.....	109	109	109	109	109	109
Missouri 6s.....	95	95	95	95	95	95
.. H. & St. J. ins.....	91	91	91	92	91	91
Morris and Essex.....	92	92	92	92	93	92
.. 1st mort.....	103	103	103	105	105	105
.. 2d mort.....	100	100	100	100	100	100
New York Central.....	100	100	100	100	100	100
.. 7s, S. F. 1876.....	93	93	93	93	93	93
.. 6s, S. F. 1883.....	93	93	93	93	93	93
.. 6s, S. F. 1887.....	93	93	93	93	93	93
N. Y. Cen. & Hud. Riv.....	95	95	96	95	96	95
.. certificates.....	90	90	91	91	92	91
N. York and Harlem.....	114	114	114	114	114	114
.. pref.....	101	101	101	101	101	101
.. 1 M. 7s, 1873.....	101	101	101	101	101	101
N. Carolina 6s, old.....	34	34	34	34	34	34
.. new.....	34	34	34	34	34	34
Ohio and Miss.....	45	45	45	45	45	45
.. pref.....	75	75	75	75	75	75
.. 1st M.....	100	100	100	100	100	100
Pacific Mail S. S. Co.....	56	55	56	54	55	54
Panama.....	75	75	75	75	75	75
Phila. and Reading.....	111	112	112	113	114	113
Pitts. Ft. W. & Chi. gtd.....	96	96	96	96	96	96
.. 1 M.....	104	104	104	104	104	104
.. 2 M.....	104	104	104	104	104	104
.. 3 M.....	100	100	100	100	100	100
Quicksilver Mining Co.....	27	26	26	26	26	26
St. L., Alton & T. H.....	22	22	22	22	22	22
.. pref.....	55	55	55	55	55	55
.. 1 M.....	98	98	98	98	98	98
.. 2 M pref.....	86	87	87	87	86	86
.. Income bds.....	76	76	76	76	76	76
Tennessee 6s, old.....	63	63	63	64	64	64
.. new.....	63	63	63	64	64	64
Tol., Wab. & Western.....	72	72	72	71	73	72
.. pref.....	101	101	101	101	101	101
.. 1 M.....	93	93	93	93	93	93
.. 2 M.....	93	93	93	93	93	93
.. Equipment.....	90	90	90	90	90	90
.. St. Lou. Div.....	88	88	88	88	88	88
Union Pacific.....	30	28	29	29	30	30
.. 1st mort.....	90	89	90	90	90	90
.. L. Gt. 7s.....	79	80	80	80	80	80
.. Inc. 10s.....	84	82	83	83	83	83
Virginia 6s, old.....	57	57	57	57	57	57
.. new.....	57	57	57	57	57	57
.. consol.....	52	52	54	55	56	54
.. def. cert.....	20	20	20	20	20	20

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 10.

Th.4. F.5. Sat.6. M.8. Tu.9. W.10

FEDERAL STOCKS:-

U. S. 6s, 1874, reg.	109	109	109	109	109
U. S. 6s, 1874, coup.	109	109	109	109	109
U. S. 6s, 10-40s, reg.	109	109	109	109	109
U. S. 6s, 10-40s, coup.	109	109	109	109	109
U. S. 6s, 1881, reg.	109	109	109	109	109
U. S. 6s, 1881, coup.	109	109	109	109	109
U. S. 6s, '81, O.W.L.	109	109	109	109	109
U. S. 6s, 5-20s, reg.	109	109	109	109	109
U. S. 6s, 5-20s, c. 1862-110	109	109	109	109	109
U. S. 6s, 5-20s, c. 1864-110	109	109	109	109	109
U. S. 6s, 5-20s, c. 1865-110	109	109	109	109	109
U. S. 6s, 5-20s, c. n. '65	109	109	109	109	109
U. S. 6s, 5-20s, reg. '67-111	109	109	109	109	109
U. S. 6s, 5-20s, c. 1867-112	109	109	109	109	109
U. S. 6s, 5-20s, reg. '68-111	109	109	109	109	109
U. S. 6s, 5-20s, c. '68-112	109	109	109	109	109
U. S. 6s, Pac.R.R. issue 115	109	109	109	109	109

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 9.

W.3. Th.4. F.5. Sat.6. M.8. Tu.9

Catawissa	46	46	46	46	46
Camden and Amboy	128	128	128	128	128
6s, 1875	91	92	92	92	92
6s, 1880	94	94	94	94	94
mort. 6s, '89 93	94	94	94	94	94
Elmira & Williamsport	40	40	40	40	40
7s	39	39	39	39	39
Lehigh Navigation	39	39	39	39	39
6s, 1884	84	85	85	85	85
Gold L.	90	90	90	90	90
R. R. L.	84	84	84	84	84
Conv. L.	61	61	61	61	61
Lehigh Valley R. R.	61	61	61	61	61
6s new coup.	94	94	94	94	94
6s new reg.	94	94	94	94	94
Little Schuylkill R.R.	52	52	52	52	52
7s	52	52	52	52	52
Minehill	52	52	52	52	52
Morris Canal	111	111	111	111	111
pref.	47	47	47	47	47
North Pennsylvania	95	95	95	95	95
6s, 1880	95	95	95	95	95
6s, 1887	95	95	95	95	95
Northern Central	38	38	38	38	38
Oil Creek & Alleg. Riv.	47	47	47	47	47
7s	83	83	83	83	83
Pennsylvania R. R.	59	58	58	59	59
1st M.	99	100	100	100	100
2d M.	99	100	100	100	100
Gen. mort.	92	92	92	92	92
reg.	97	97	97	97	97
Penn. State, 6s, 1st series	102	102	102	102	102
6s, 2d series	102	102	102	102	102
6s, 3d series	102	102	102	102	102
Philadelphia City, 6s	96	96	96	96	96
new	100	100	100	100	100
Philad., Germ. & Nor.	87	87	87	87	87
Phila. & Reading	56	56	56	56	56
Philadelphia and Erie	25	25	25	25	25
6s	86	86	86	86	86
7s	86	86	86	86	86
Schuylkill Navigation	8	8	8	8	8
pref.	16	16	16	16	16
6s, 1882	79	79	79	79	79
6s, 1876	79	79	79	79	79
6s, 1872	79	79	79	79	79
Hestonville, (Horse)	20	20	20	20	20
Chestnut & Wal.	61	61	61	61	61
Green & Coates	31	31	31	31	31
2d and 3d streets	61	61	61	61	61
Spruce and Pine	31	31	31	31	31
13th and 15th sts.	31	31	31	31	31

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 9.

W.3. Th.4. F.5. Sat.6. M.8. Tu.9

Baltimore City 6s, 1875	98	98	98	98	98
1880	97	97	97	97	97
1884	97	97	97	97	97
1900	97	97	97	97	97
Balt and Ohio	142	142	142	142	142
bonds, 1875	93	93	93	93	93
1880	93	93	93	93	93
1885	95	95	95	95	95
Marietta & Cin. 1st M.	97	96	97	97	97
2d M.	85	85	85	85	85
3d M.	85	85	85	85	85
Northern Central	38	38	38	38	38
bonds, 1885	90	90	90	90	90
1900	90	90	90	90	90
Pittsb. & Connellsv. 7s	90	90	90	90	90
N. W. Va. 1st mort.	82	82	82	82	82
2d mort.	82	82	82	82	82
3d mort.	82	82	82	82	82
Virginia 6s, Consol.	57	57	57	57	57
Defer. Certif.	21	21	21	21	21
City Passenger R. R.	21	21	21	21	21

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 10.

Th.4. F.5. Sat.6. M.8. Tu.9. W.10

Boston and Albany	149	149	149	149	149
Boston and Lowell	134	134	134	134	134
Boston and Maine	137	137	137	137	137
Boston and Providence	149	149	149	149	149
Boston, Hartford & Erie	30	29	29	29	30
7s, new	30	29	29	29	30
Cheshire, pref.	85	85	85	85	85
Concord	105	104	105	105	105
Connecticut River	105	104	105	105	105
Eastern	105	104	105	105	105
Fitchburg	135	135	135	135	135
Manchester & Lowell	116	116	116	116	116
Michigan Central	116	116	116	116	116
Northern, N. H.	113	113	113	113	113
Ogdens & Lake Champ	87	87	87	87	87
prof.	106	106	106	106	106
Old Colony & Newport	56	56	56	56	56
Ph. W. & Baltimore	56	56	56	56	56
Portl'd, Saco & Ports.	125	125	125	125	125
Union Pacific	29	29	29	29	29
" 1st	90	90	90	90	90
" 2nd	78	78	78	78	78
" Land Grant 7s	80	80	80	80	80
" Income 10s	80	80	80	80	80
Vermont & Canada	98	98	98	98	98
Vermont & Mass.	98	98	98	98	98
South Boston (Horse)	72	72	72	72	72
Cambridge	72	72	72	72	72
Metropolitan	72	72	72	72	72
Middlesex	72	72	72	72	72
Central Mining Co.	11	11	11	11	11
Copper Falls	11	11	11	11	11
Franklin	5	5	5	5	5
National	5	5	5	5	5
Pewabic	36	36	36	36	36
Quincy	36	36	36	36	36

London Stock Exchange.

Closing Prices.

Dec. 8. Dec. 15.

Atl. & Gt. West. N. Y. sec. 7 per ct	85	90	87	92
1st mort., 1880	85	90	87	92
Do. do., 2d mort., 1881	85	90	87	92
Do. Penn., 1st mort., 1877	85	90	87	92
Do. do., 2d mort., 1882	85	90	87	92
Do. Consol. 7 per cent. mort. 1890	34	35	34	35
Detroit and Milwaukee 1st mort. 7s	74	79	74	79
Do. 2d mort. 8 p. c.	75	85	75	85
Erie shares 100 dol. all paid	25	26	26	26
Do. sterig. 6 p. c. convertible bonds	75	77	76	78
Illinois Central, 6 per cent., 1875	100	102	100	102
Do. Redemption mort. bonds 6 p. c. 100	109	110	109	110
Do. 100 dol. shares, all paid	84	86	84	86
Marietta and Cincinnati 7s	90	100	90	100
Michigan Central 8s, conv. 1889	99	101	99	101
Panama 2d mort. 7s, 1872	73	80	73	80
Panama General mort. 7s, 1897	73	80	73	80
Penn. R. R. bonds, 2d mort. 6 per ct.	97	99	97	99
Do. General mort. 6 p. c. 1910	97	98	97	98
Do. 450 shares	48	49	48	49
Philadelphia and Erie 1st mort. 1881	94	96	94	96
Do. with option to be paid in Phila.	94	96	94	96

American Railroad Journal.

Saturday, January 13, 1872.

Stock Exchange and Money Market.

Though there has been a somewhat less urgent call for Money, yet the demand from speculative sources has been active, and, with no very marked increase in the offering either from bank or through private channels, rates on call have been kept up to from 7 per cent. currency to the Government houses, to 7 per cent gold, and, in many instances, a fractional commission to the Stock Exchange firms. In the line of discounts business has been comparatively slow, with the best grades of mercantile paper rated at from 9@12 per cent. per annum. Toward the close, the market seemed somewhat less stringent for the leading borrowers on call, though extreme rates were maintained. Considerable talk has been occasioned by the cable reports of the negotiation of \$800,000,000 of new Five and Four-and-a-half per cent. bonds of the United States, said to have been completed by the Messrs Rothschilds, and Messrs Jay Cooke, McCulloch and Co.; but the dispatches relating thereto have been so conflicting that the actual facts of the case have been difficult to determine on the part of the general public. From Mr. Jay Cooke, himself, the information is said to

have been received, to the effect that as early as December 21 the London house of Messrs Jay Cooke, McCulloch & Co., forwarded a proposition from the Rothschilds, acting with his firm, to negotiate for the United States Government \$800,000,000 of the new bonds, one-half being the 5 per cents, and the remainder 4½ per cents, an essential condition of the proposition being that the interest on the greater part of the \$600,000,000, all except \$100,000,000, shall be made payable in London. The Secretary, who has had the proposition under consideration, is unable to accept that part of the proposition in regard to paying the interest abroad without further legislation; and, for the present, nothing can be done on that basis. These are said to be the essential facts of the case. The report of the negotiation, together with the diminishing prospects of a war with Spain, had a depressing effect on the price of Gold. The stringency in the discount line has led to considerable embarrassment in mercantile circles. A few suspensions have been announced, including one of some importance, in the domestic dry goods commission line.

The city banks, in their latest return, show a reduction of \$244,300 of legal tender notes, with an increase of \$3,771,100 of specie, and \$5,427,400 of deposits; also an increase of \$2,170,400 in their loan and discount averages, and a reduction of \$50,600 in their item of circulation. The city bank exchanges, last week, averaged \$134,255,866; and thus far, this week, 130½ millions daily. The banks now hold \$10,299,000 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$28,820,600, against \$26,358,191 same time last year. The city bank deposits are now \$205,828,200, against \$202,088,825 week ending Jan. 7, 1871. The legal tender reserve amounts to \$40,058,500, against \$49,031,410 same time last year. The circulation now stands at \$28,492,200 against \$32,114,718 same time last year. The loans are now \$272,704,400, against \$265,578,027 at this date last year.

The U. S. Sub-Treasury reduced its currency balance \$2,483,902 and its coin reserve \$6,557,447 as the result of the week's business. The receipts of the office were \$4,684,925 in coin, and \$2,200,128 in currency; payments, \$11,242,073 in coin, and \$4,684,030 in currency. The office received \$2,335,000 in coin or its equivalent, from customs; and disbursed \$3,266,820 of coin interest.

The U. S. Sub-Treasurer retired, last week, \$2,049,984 of coin certificates, received for customs.

Government revenues have been on a moderate scale, since our last. The excises yielded last week about 2¼ millions, and thus far since July 1, about 70½ millions. The customs at the port of New York, last week were \$2,257,984; and at the outports, equal to about \$750,000 more, all in coin, or coin certificates.

The gold speculation, which was stimulated by the sensational rumors of impending trouble with Spain, closed on a less confident basis, and with less activity in the dealings. The offerings have been rather more liberal, with less buoyancy noted as to price, in the later transactions. The customs call has been moderate; and

the export drain unimportant. The range of the price during the week has been from 108 $\frac{3}{4}$ @109 $\frac{3}{4}$ and the closing quotation on Wednesday was 108 $\frac{3}{4}$ @108 $\frac{3}{4}$ against 109 $\frac{1}{8}$ the preceding Wednesday. The specie outflow, last week, was \$3,414. The Gold Exchange Bank clearances have averaged about 51 $\frac{1}{4}$ millions a day during the week. Wednesday's clearance were \$39,665,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871 to Jan. 6, 1872 \$49,572,632, against \$52,654,551 same time in 1870-1871.

The customs demand for Gold last week, averaged \$467,000 a day; thus far, this week, it has averaged \$482,000 a day or equal to a weekly aggregate of \$2,892,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$2,632, against \$33,610 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, have been \$79,695,221 against \$73,950,768 same time in the preceding fiscal year 1870-71.

The export drain of specie was \$3,414, last week, against \$481,997, same week preceding year. The shipments since July 1, 1871 have been \$22,660,523 against \$42,668,875 same time in 1870-71.

Foreign Exchange has been less active and less firm. Bankers' sixty day bills on London closed on Wednesday at 109@109 $\frac{1}{4}$; sight bills on London, 109 $\frac{3}{4}$ @109 $\frac{3}{4}$.

The produce exports from this port, week ending with Jan. 9, were to the currency value of \$2,209,953.

Government securities have been in fair investment demand, mostly through the commission houses, at generally well supported prices. The offerings of the older issues have been on a limited scale.

Under the Treasury programme for January the U. S. Sub-Treasurer at the point proposed to sell, during the month, two millions of Gold, as follows: Thursday, January 11, \$1,000,000; Thursday, January, 25, \$1,000,000; and to buy in two million of U. S. bonds as follows: Thursday January 4, \$1,000,000; Thursday January 18, \$1,000,000.

London telegrams of Jan. 9, report that Messrs. Seligman Brothers had introduced there and on the Continent four million of new bonds of the Territory of Columbia, at 87 $\frac{1}{2}$. The loan was said to have been a great success; having been nearly all taken up before the books were regularly opened.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115 $\frac{1}{8}$ @115 $\frac{3}{8}$; U. S. Five-Twenties of 1862, (other than the bonds called in) 109 $\frac{3}{4}$ @110; U. S. Five-Twenties of 1864 at 110 $\frac{1}{8}$ @110 $\frac{1}{2}$; U. S. Five-Twenties of 1865, 111 $\frac{3}{8}$ @111 $\frac{3}{8}$; U. S. Five-Twenties of 1865 consolidated, 109 $\frac{3}{4}$ @110; U. S. Five-Twenties of 1867, 111 $\frac{1}{2}$ @111 $\frac{1}{4}$; U. S. Five-Twenties of 1868, 111 $\frac{1}{2}$ @112; U. S. Ten-forties at 109 $\frac{3}{8}$ @109 $\frac{3}{8}$; U. S. Fives of 1881 (Funding Loan) 109 $\frac{3}{8}$ @109 $\frac{3}{8}$. Six per cent. currency bonds, 115 $\frac{5}{8}$ @115 $\frac{5}{8}$. noted for the better class of railway bonds, which have been generally firm in price. Central Pacific Sixes, have been in more request and higher, closing buoyantly at 102@102 $\frac{1}{4}$ ex the January coupon of 3 per cent. in gold. Chesapeake and Ohio Sixes have been more sought after by in-

vestment buyers on the basis of 94 per cent. and accrued interest.

From the annual report of Messrs Fisk & Hatch, bankers of the Central Pacific Railroad and its Pacific coast connections, now being rapidly constructed by the same company, it appears that the earnings of the Central Pacific in 1871 were \$9,546,000 as compared with \$7,995,000 in 1870, with the expenses \$4,325,000, against \$4,194,000—reducing the ratio from 52 $\frac{1}{2}$ per cent. of gross, to 45 $\frac{1}{2}$ per cent. The interest account, (reduced to Currency,) \$2,884,000—leaving \$2,336,500 net for the company. The increase in overland freights in 1871 was enormous. As ascertained for nine months of the year, the gross was 14,116 tons of 2,000 lbs., against 4,007 tons for the same months in 1870. The California and Oregon branch of the main line when completed will be 330 miles in length. It is now in operation 116 miles. The San Joaquin Valley Branch will embrace 152 miles, of which 58 miles are completed.

Railway and miscellaneous share property has been moderately active, and quoted much stronger in price. The dealings in Erie shares have been unusually extensive, during the week.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 27.	Jan. 3.	Jan. 10
Consols.....	92 $\frac{1}{2}$	92 $\frac{3}{4}$	93
U. S. 5-20's of 1862..	92	92 $\frac{1}{4}$	91 $\frac{3}{4}$
U. S. 5-20's, 1865....	93 $\frac{3}{4}$	94 $\frac{3}{8}$	93 $\frac{1}{2}$
" 1867.....	93 $\frac{3}{4}$	94 $\frac{3}{8}$	93 $\frac{1}{2}$
" 10-40's.....	91 $\frac{3}{4}$	92 $\frac{1}{2}$	92
Erie.....	27 $\frac{3}{4}$	30 $\frac{1}{2}$	

State bonds have been comparatively quiet and irregular in price, closing rather weak.

A fairly active investment demand has been General business has been somewhat brisker in the line of Domestic produce, with Flour, Wheat, Pork, and Lard quoted firmer in prices. Middling upland cotton closed on Wednesday at 21 $\frac{3}{8}$ cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,540,437 bales, against 1,816,797 bales same time in the preceding year; exports 728,511 bales, against 999,575 bales in the previous year; stock at the ports at latest dates, 515,656 bales, against 558,449 bales same date 1870.

At the Live Stock Markets, Beeves have been in more demand at from 9@13 cts.; Veals at 5@11 cts.; Sheep at 5 $\frac{1}{2}$ @8 $\frac{1}{2}$ cts. Lambs at 6 $\frac{1}{2}$ @9 $\frac{1}{2}$ cts.; Swine, at 5@5 $\frac{1}{4}$ cts. per lb., all live weight. The week's receipts were 6,266 Beeves, 1150 Veal Calves, 18,043 Sheep and Lambs; and 29,335 Swine.

Foreign goods have been comparatively slow of sale with values quoted essentially unchanged. The week's imports of foreign goods reached \$6,062,984 including \$1,432,623 of dry goods.

Ocean freights have been quoted firmer by steam, and depressed and irregular by sail. Steam room has been scarce. Sail room in fair supply. The demand for accommodation has been somewhat brisker.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Jan. and July, 24 $\frac{1}{2}$; do., Apl. and Oct., 22; North Carolina 6s, special tax, 13; do. Fund Act, 1866, 24; California 7s, 108 $\frac{1}{2}$; Brooklyn 6s, W. L., 94 $\frac{1}{2}$;

N. Y. State 6s, 1873@1874, 106; do. 7s, B. L., 106 $\frac{1}{2}$; Toledo, Wabash and Western consol., 87 $\frac{1}{4}$; Ohio and Miss. consol., 93 $\frac{3}{4}$; do. 2d mort., 83; Long Dock bonds, 92; Cincinnati and Springfield 1st mort., guar. by L. S. and M. S. R. R., 96 $\frac{1}{4}$; do., guar. by C., C., C. and I. R. R., 96; Hannibal and Naples 1st mort., 87; North Missouri 1st mort., 88 $\frac{1}{2}$; Toledo, Peoria and Warsaw 2d mort., 80; Detroit, Monroe and Toledo 1st mort., 98; Pacific 7s, guar. by Mo., 100; St. Louis and Iron Mt. 1st mort., 97 $\frac{1}{2}$; Gt. Western 1st mort., 1888, 98; Chicago and Milwaukee 1st mort., 92; Galena and Chicago 1st mort., 106 $\frac{1}{2}$; Cleveland and Pittsburg consol., 94 $\frac{1}{2}$; Milwaukee and St. Paul 1st mort. Iowa Div., 88 $\frac{1}{2}$; Central of New Jersey 1st mort. new, 106; St. Louis, Jacksonville and Chicago 1st mort., 93 $\frac{3}{4}$; Rensselaer and Saratoga R. R., 100; New York and New Haven R. R., 142; Lake Shore and Michigan Southern scrip., 87; Albany and Susq. R. R. 92; Second Avenue R. R., 65; Western Union Tel., 70 $\frac{3}{8}$; do. 7s, 93; Quicksilver pref., 31 $\frac{3}{4}$; Maryland Coal, 25; Consol. Coal of Md., 41 $\frac{1}{4}$; Spring Mt. Coal, 67 $\frac{1}{2}$; U. S. Exp., 62; Wells Fargo Exp., 58 $\frac{3}{4}$; Am. Mer. Union Exp., 59 $\frac{3}{8}$; Adams Exp., 99 $\frac{3}{4}$.

Philadelphia.—Lehigh Nav. consol. gold loan, 96; West Chester R. R. 7s, 96 $\frac{3}{4}$; West Jersey R. R. 7s, 102 $\frac{1}{2}$; West Pennsylvania R. R. 6s, 80; Schuylkill Nav. 6s, 1895, 79; do., 1874, 74; Wilmington and Reading 7s, 96 $\frac{3}{4}$; Connecting R. R. 6s, 88 $\frac{1}{4}$; Susquehanna Canal 6s, 75; Philadelphia and Reading 6s, 1849-80, 90; Warren and Franklin 7s, 90 $\frac{1}{2}$; Camden and Burlington County 6s, 86 $\frac{1}{2}$; Penn. and New York Canal 7s, 94 $\frac{1}{4}$; Allegheny Valley 7 3-10s, 91; Nesquehoning R. R., 57; Union Canal, 1; do., pref., 1 $\frac{1}{2}$; do. 6s, 15; New York and Middle Coal, 4 $\frac{1}{2}$; Pittsburg 6s, 90. The latest quotations are: City 6s, 97 $\frac{1}{4}$ @100; do. free of tax, 100 $\frac{1}{2}$ @100 $\frac{1}{4}$; Pennsylvania State 6s, W. L. 102@102 $\frac{3}{4}$; do. 1st series, 101 $\frac{3}{8}$ @102; do. 2d series 104@105; do. 3d series, 106 $\frac{1}{2}$ @107; Reading, 56 $\frac{3}{4}$ @56 $\frac{3}{4}$; do. 7s, 1893, —@101; do. mort. 6s, 1880, 90@—; Camden and Amboy, 127 $\frac{1}{4}$ @127 $\frac{1}{4}$; do. mort. 6s, 1889, 93 $\frac{3}{4}$ @94; do. 1883, 91 $\frac{1}{2}$ @92; do. 1889, 88@89; Pennsylvania R. R., 59 $\frac{1}{4}$ @59 $\frac{1}{4}$; do. 1st mort., 100@100 $\frac{1}{2}$; do. 2d mort., 99@100; do. General mort. coupon, 92 $\frac{3}{8}$ @92 $\frac{1}{2}$; do. reg., 97@97 $\frac{1}{4}$; Little Schuylkill R. R., 45@46; Morris Canal, 49 $\frac{1}{2}$ @50; do. pref., 125@—; do. 6s, 92@92; Susquehanna Canal, 6 $\frac{1}{4}$ @—; do. 6s, 74@75; Schuylkill Nav., 8 $\frac{1}{2}$ @8 $\frac{1}{2}$; do. pref., 16 $\frac{3}{4}$ @17; do. 6s 1882, 79@79 $\frac{1}{2}$; Elmira and Williamsport pref., 40@40 $\frac{1}{2}$; do. 7s, 1873, 91@—; do. 5s, 59@—; Lehigh Coal and Navigation, 40 $\frac{1}{4}$ @40 $\frac{3}{8}$; do. 6s, 1884, 84@85; do. R. R. Loan, 93@95; do. Gold Loan, 91 $\frac{1}{2}$ @91 $\frac{3}{4}$; North Pennsylvania 47@47; do. 6s, 98@98 $\frac{1}{2}$; do. 7s, 95 $\frac{3}{8}$ @95 $\frac{1}{2}$; do. Chattelle 10s, 110@112; Philadelphia and Erie, 26@26 $\frac{3}{8}$; do. 6s, 90@90; Minehill, 52@53; Catawissa, 16@16 $\frac{1}{2}$; do. pref., 46@46 $\frac{1}{4}$; Lehigh Valley, 61@61; do. 6s, new coupon, 94@95; do. reg., 94 $\frac{1}{2}$ @96; do. 7s, 102@102; Fifth and Sixth streets, (horse), 44@48; Second and Third, 60@62; Thirteenth and Fifteenth, 21@21 $\frac{1}{4}$; Spruce and Pine, 81 $\frac{1}{2}$ @82; Green and Coates, 45@—; Chestnut and Walnut, 54 $\frac{1}{2}$ @—; Hestonville, 20@20 $\frac{1}{4}$; Union, 60@—; Germantown, 35@40.

Boston.—Vermont Central 1st mort., 84; Fitchburg and Worcester 1st mort. 7s, 1890, 87 $\frac{1}{2}$; Vermont Central and Vermont and Canada 8s, 1875@

1889, 100; Cedar Rapids and Missouri 7s, 1916, 88¾; Eastern R.R. 6s, 1874, 98½; do. 1889, 96½; Stanstead, Shefford and Chambly 7s, 88¾; Burlington and Missouri River R.R., 107; Portsmouth, Gt. Falls and Conway R.R., 92; Eastern (N. H.) R.R., 99¾; Granite Railway, 72½; Summit Branch, 45; Cincinnati, Sandusky and Cleveland R.R., 21½; do. 7s, 1890, 81¾; Indianapolis, Cincinnati and Lafayette R.R., 4½; Rutland R.R., 24½; do. pref., 79; do. 8s, 1880, 97¾; Connecticut and Passumpsic Rivers R.R., 93½; do. 6s, 1876, 93¾; Cary Imp. 14¾; Boston Water Power Co., 43; New Hampshire 6s, 1878 100¼; Connecticut 6s, 1881, 99¼; Massachusetts 5s, 1894, gold, 99¼; St. Louis 6s, 1888, 90; Cambridge 6s, 1886, 98½; Salem 6s, 1877, 98½; Lowell 6s, 1890, 98½; Bath 6s, 1895, 90¾; Hartford 6s, 1876, 97; do. 1875, 97¼; do. 1881, 97½; Portland 6s, 1886, 97; Chicago 7s, 1881, 95½; St. Louis County 6s, 1878@1880, 89¾; Charleston 6s, 1891, 99½; Boston 6s, 1880, 100¼; Minneapolis 8s, 1900, 95; Allouez Mining Co., 5; Calumet and Hecla, 115;

Baltimore.—Western Maryland 1st mort. unendorsed, 85; do. 3d mort. guar., 90¾; Northern Central 6s, 1900, gold, 90½; Orange, Alexandria and Manassas 7s, 82½; Orange and Alexandria 2d mort., 6s, 79¼; Central Ohio R.R., 28½; do. 1st mort., 86; Virginia 6s, 1866, reg., 52½; do., 1867, reg., 52½; Maryland Defense bonds, 103; Baltimore City 5s, 80; Memphis City 6s, 58. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88½@89½; Baltimore and Ohio, 142½@143; do. 6s, 1875, 93¼@94; do., 1880, 93@93¼; do., 1885, 94¾@95; Northern Central, 39½@39¾; do. 6s, 1885, 90@90½; do., 1900, 85½@87; do., 6s, 1900, gold, 90½@90½; N. W. Va. 1st mort., 98¼@—; do., 2d mort., 98@—; do., 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 97@97; do., 2d mort., 84¾@84¾; do., 3d mort., 75¼@77; Central Ohio, 28½@30; do., 1st mort., 85@86; Western Md. 1st mort. 6s, 1890, 84@84; guar. by Baltimore City, 89@—; do., 3d mort. guar., 90¾@90¾; do., 2d mort. pref., 70@—; do., 6s, guar. by Washington Co., 85@85; Richmond and Danville bonds, 78@78; Orange and Alexandria 1st mort. 6s, 90@95; do., 2d mort. 6s, 79½@81; do., 3d mort. 8s, 90@90; do., 4th mort. 8s, 83¼@—; Orange, Alex. and Manassas 7s, 82@82½; Virginia and Tennessee 8s, 85@87½; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 75@80; Baltimore 6s, 1875, 98¼@98¾; do., 1884, 97¼@97½; do. 1886, 96@98; do., 1890, 98@98½; do., 1893, exempt, 100@101; do., 1900, 97@97¼; Memphis City 6s, 58@58½; Maryland 6s, 1890, 95@—; do. Defense Loan, 1883, 102½@103; City Passenger R.R., 23@25; George's Creek Coal, 80@82.

The Lynchburg tobacco trade for 1871 shows a large increase over that of 1870. The bbls. inspected were 7,367, against 3,718 in 1870—increase 3,649; of boxes 4,318, against 2,701—increase 1,619. There was also an increase in loose parcels. Reducing all descriptions to pounds, the increase in 1871 was 2,919,200 pounds.

The stockholders of the Memphis and Charleston Railroad meet on the 17th inst. to vote on a proposition to lease that road to the Pennsylvania Railroad Company.

Susquehanna Canal.

We learn from the Philadelphia *Ledger* that the Philadelphia and Reading R. R. Co. have leased the Susquehanna Canal for 999 years, on the basis of the payment of an annual rent equal to the interest on the whole of the bonded debt of the Canal Company. One half the net earnings of the canal is to be paid in addition, as rent, with a guarantee that on and after the year 1880 this shall amount to at least 3 per cent. annually on the capital stock of the Company. The recent large purchases of coal lands by the Reading Railroad Company, their ownership of the Reading and Columbia Railroad, and the acquisition of the Susquehanna Canal, furnish abundant evidence of the intentions of the Managers of the Philadelphia and Reading Railroad Company to make Havre de Grace a great coal depot for Southern shipment, and to supply Baltimore and Washington with cheap anthracite coal.

Suit has been commenced by the stockholders of the Rondout and Oswego Railroad against the company and directors of that road, enjoining and restraining the issue of first mortgage bonds in excess of \$20,000 per mile of the finished road, the title of which has been acquired by the company. The parties to the suit claim that although the road lacks more than forty miles of being completed, and although for a number more miles of the road now in use the company has no title, bonds to the amount of \$2,000,000 have been issued, which is all the company is entitled to issue were the road completed to Oneonta, its entire length.

The message of the Governor of Maryland reports the State debt at \$12,436,718, the State holding productive assets to the amount of \$7,718,525. In addition the State hold over \$20,000,000 productive stock and assets, more than \$19,000,000 being in securities and interest due of the Chesapeake and Ohio Canal. It is believed, however, that this enterprise, which for nearly twenty-five years has been regarded as worthless, will soon yield the State a revenue of \$500,000 annually.

The receipts into the State Treasury of Maine during the past year, including \$81,097 from the previous year, were \$2,271,206; and the disbursements \$2,115,911—leaving a balance in the Treasury of \$155,295. The debt on January 1st was \$7,227,900, a reduction of \$840,000 during the year. The sinking fund was \$798,295.

The Directors of the Manchester and Claremont Railroad held a meeting in Manchester, N. H., on the 4th inst., and voted to build the road between Henniker and New Boston immediately; and the President was authorized to procure the necessary surveys. It is expected that the road will be leased by the Directors of the Concord Railroad as soon as it is finished.

The Susquehanna Canal Company will pay the coupons due on the 1st instant on their coupon bonds on presentation at the First National Bank, Philadelphia and the interest on the Susquehanna Canal preferred bonds and the Tidewater priority bonds, maturing on the 1st proximo, will be paid at the company's office.

WE RECOMMEND FOR INVESTMENT AND FOR EXCHANGES OF U. S. FIVE-TWENTY BONDS, the FIRST MORTGAGE SIX PER CENT. GOLD BONDS of the CHESAPEAKE AND OHIO RAILROAD COMPANY, knowing them to be among the most satisfactory and substantial Securities known in the American and European markets.

The cost of the Road and equipment, when completed, will be about \$30,000,000, and the value of its property and franchises within five years cannot be less than \$50,000,000. The total amount of the Loan now in process of negotiation, and of which but a small amount remains unsold, is \$15,000,000.

A remunerative business for the CHESAPEAKE AND OHIO RAILROAD is not a matter of conjecture, or of slow future development, but is certain and immediate. It is believed, from most careful estimates, that the road will be completed in September or October, 1872, and that its net earnings, over operating expenses, in the first year after completion, cannot be less than \$1,500,000 to \$2,000,000, and that they will reach at least \$6,000,000 per annum within five years.

We believe that the Bonds of the CHESAPEAKE AND OHIO are fully equal in value and security to those of the CENTRAL PACIFIC, and that when the road is completed they will command a like market price.

Present price, 94 and accrued interest. Interest and principal payable in gold in New York City. Interest May 1 and Nov. 1. Denominations \$1,000, \$500 and \$100, coupon or registered.

We buy and sell, as usual, GOVERNMENT and CENTRAL PACIFIC BONDS, and receive them in exchange for CHESAPEAKE AND OHIO BONDS. Accounts of Banks and others received, on which we allow interest at the rate of four per cent. Orders for Investment Stocks and Bonds executed at the Stock Exchange.

FISK & HATCH.

HARVEY FISK.
A. S. HATCH.

The North Missouri Railroad Company has been reorganized under the General Railroad Law, with the following board of directors: T. B. Blackstone, President of the Chicago and Alton Railroad Co.; John J. Mitchell, a director of do.; Thos. A. Scott, Vice President of the Pennsylvania R. R. Co.; Hugh McCulloch, Superintendent of the Pittsburg, Cincinnati and St. Louis and Pittsburg, Ft. Wayne and Chicago Railroads; Adolphus Mier, President of the Kansas Pacific R. R. Co.; Solon Humphreys and J. A. Jamison, of New York; James H. Britton, James Beads and Wm. M. McPherson, of St. Louis.

The Camden (Me.) *Herald* says the cost of the Penobscot Bay and Rockland Railroad will be at the rate of about \$25,000 a mile, leaving \$15,000 a mile to be raised by the sale of the balance of the bonds, by town aid and private subscriptions. The route is divided into six sections, and as each is completed the Knox and Lincoln will take a lease and put on rolling stock.

The total funded debt of the City of Newark, N. J., is \$291,900, against which the city holds a sinking fund credit of \$260,696.

Journal of Railroad Law.

RAILROAD COMPANIES NOT LIABLE FOR INJURY TO PASSENGERS IN ABSENCE OF NEGLIGENCE.

The case of *McPadden vs. The New York Central Railroad Company*, (44 N. Y., 478,) was an action to recover for injuries sustained by the plaintiff, while a passenger upon the defendant's road. The cause was tried at the Rochester Circuit in January 1865, and it appeared, among other things, that on the 5th of January, 1864, the plaintiff took passage on a train at Rochester going westerly intending to go to Knowlesville. The train stopped at Brockport, and there met a train coming east. About half a mile west of Brockport, the two passenger cars of the train going west were thrown from the track, and the car in which the plaintiff was riding was overturned, and he was injured. The train going west was not under full head-way, going at the rate of about twenty-five miles per hour. The train going east passed the place of the accident at the rate of twenty-five to thirty miles per hour.

The accident was caused by a broken rail, a piece of the rail, about four feet in length, being broken in three or four pieces.

The following is the opinion of the Court delivered by—

EARL, C.—The General Term granted a new trial upon the ground that the judge, at the circuit, should have submitted to the jury the question whether the rail was broken before it was reached by the train going west, carrying the plaintiff; and it held, if it was thus broken that the defendant was liable, irrespective of any question of negligence within the principle of the case of *Alden vs. The N. Y. C. R. R. Co.* (26 N. Y. 102) upon the ground that it was bound to furnish a road adapted to the safe passage of trains, or in other words "a vehicle-worthy road."

I am obliged to differ with the General Term, for two reasons: first, if the rail was broken before it was reached by the train going west, it must have been broken by the train going east shortly before, and there is no evidence whatever, that it was broken by that train. All the evidence tends to show that it was broken by the train going west. Such is the evidence of the conductors and engineers of both trains, there is no presumption that the rail was broken before this train reached it. It is unquestioned that the accident was caused by the broken rail, and if the plaintiff claimed that the defendant was liable, because the rail was broken before the train upon which he was riding reached it, it was incumbent upon him to prove it. This he failed to do, and if the jury upon the evidence had found it, it would have been duty of the court to set the verdict aside as against the evidence. But there is another reason. It does not appear, that plaintiff's counsel, upon the trial, claimed that he had shown any negligence against the defendant, and he did not claim to go to the jury upon any such question, and the General Term did not grant a new trial upon the ground that there was any question of negligence in the case which ought to have been submitted to the jury, but upon the ground above stated.

In the case of *Alden vs. N. Y. C. R. R. Co.*, the accident by which the plaintiff was injured was caused by the breaking of an axle of the car in which the plaintiff was riding, and it was held

that a common carrier is bound absolutely, and irrespective of negligence, to provide road-worthy vehicles, and that the defendant was liable for the plaintiff's injuries caused by a crack in the axle, although the defect could not have been discovered by any practicable mode of examination. That case was a departure from every prior decision, and authority to be found in the books of this country or England, and so far as I can learn, has never been followed anywhere out of this State. It was in conflict with the previous case in the same court, of *Hegeman vs. The Western R. R. Corporation* (3 Kern. 9). The only authority cited to sustain the decision, was the English case of *Sharp vs. Gray*, (9 Bing. 457,) and yet the decision has been distinctly repudiated in England, the well considered case of *Readhead vs. Midland Railway Co.*, first decided in the Queen's Bench (Law Reports 2 Q. B. 412,) and then on appeal in the Exchequer Chamber (Law R. 4 Q. B. 379), where it was unanimously affirmed in 1869; and the court held that the contract made by a common carrier of passengers for hire, with a passenger, is to take due care (including in that term the use of skill and foresight) to carry the passenger safely, and that it does not contain or imply a warranty that the carriage in which he travels shall be in all respects perfect for its purpose, and road-worthy. In the Exchequer Chamber, Mr. Justice Smith writing the opinion of the court alludes to the case of *Alden vs. The N. Y. C. R. R. Co.*, and dissents from it, and comments upon the case of *Sharp vs. Gray*, relied upon in that case and he shows clearly that it was no authority for the broad doctrine laid down in that case. He says: "We have referred somewhat fully to this case, (*Sharp vs. Gray*) because it was put forward as the strongest authority, in support of the plaintiff's claim, which can be found in the English courts, and because it was relied on by the judges of the Court of Appeals of New York, in a decision which will be afterwards referred to. But the case, when examined, furnishes us sufficient authority for the unlimited warranty now contended for. The facts do not raise the point for decision." Hence the case of *Alden vs. N. Y. C. R. R. Co.* has no foundation of authority whatever to rest on, and the only reason given for the decision is, that the new rule adopted would be plain and easier of application, than the one that had been recognized and acted upon for hundreds of years. It was always supposed that there was a difference founded upon substantial reasons, between the liability of the common carrier of goods, and the common carrier of passengers. The former was held to warrant the safe carriage of the goods except against loss or damage from the act of God or the public enemy, but the latter was held to contract only for due and proper care in the carriage of passengers.

I have thus commented upon and alluded to the case of *Alden vs. The New York Central Railroad Company*, with no design to repudiate it as authority, but for the purpose of claiming that it is a decision which should not be extended. I am unwilling to apply it to every case that apparently comes within its principle, nor will I limit it to the car in which the passenger was riding. The whole train must be regarded as the vehicle, and the engine and all the cars attached together must

be free from defect and road-worthy irrespective of negligence. So far, and no further, am I willing to regard that case as authority. Shall it be applied to steamboats and vessels, common carriers of passengers upon the ocean and our inland waters? Shall it apply to innkeepers, proprietors of theaters and other places of public resort, who invite the public into their buildings, for a compensation? And shall all such persons be held to an implied warranty that their buildings with the appurtenances are suitable and proper, and free from all defects which no foresight could guard against or skill detect? Shall it be applied to the road-bed of a railroad? If so applied, where shall it stop? It must also extend to the bridges, masonry, signals, and, in fact, to all the different parts of the system used in the transport of passengers by railroad. And, as railroad companies are responsible for the skill and care of all their human agents, such an extension of that decision would make them substantial insurers of the safety of all their passengers, and thus practically abolish the distinction between the liability of the carriers of passengers and the carriers of goods. While such a rule would be plain and easy of application, I am not satisfied that it would be either wise or just. Railroads are great public improvements, beneficial to the owners, and highly useful to the public. There is a certain amount of risk incident to railroad travel, which the traveler knowingly assumes; and public policy is fully satisfied, when railroad companies are held to the most rigid responsibility for the utmost care and vigilance for the safety of travelers.

If, therefore, the jury had found that the rail was broken by the eastward bound train, it would still have been a case of mere accident, caused without any want of proper care and vigilance on the part of the defendant, and the defendant would not have been liable.

I am therefore in favor of reversing the order of the General Term and ordering judgment upon the non-suit for the defendant with costs.

Ordered accordingly.

Finances of Maryland.

EXTRACTS FROM THE REPORT OF THE COMPTROLLER.

The total receipts into the treasury from all sources during the fiscal year ended 30th September, 1871, amounted to \$2,672,998 78, which sum, added to the balance in the treasury 30th September, 1870, viz., \$292,750 17, makes the entire amount in the treasury for the fiscal year \$3,165,748 95. Of this, the sum of \$677,601 was raised from the sale of stock in the Baltimore and Ohio railroad, under the act of Assembly of Jan. session, 1870, chapter 275, and the sum of \$94,367.06 was derived from the investment of the increment of the "sinking fund" in the Maryland defense loan, under the act of Assembly passed at January session, 1868, chapter 235; leaving the ordinary receipts for the fiscal year to amount to \$1,901,080 72, being larger than the receipts from ordinary sources for the fiscal year of 1870 by the sum of \$28,088 60.

The total disbursements during the fiscal year amounted to \$2,713,502 25. Of this amount the sum of \$616,238 66 was for the redemption of the State stock falling due after 1870, leaving the disbursements for ordinary purposes to be \$2,097,263 39, being less than the disbursements for ordinary purposes during the fiscal year 1870 by the sum of \$350,409 45, and less than those for the same purposes for the fiscal year 1869 by the sum of \$797,569 24.

The balance in the treasury at the end of the

fiscal year 1871 was \$452,246 90, of which the sum of \$61,543 45 arises from the sale of the stock of the Baltimore and Ohio Railroad Company, and is applicable only to the redemption of the State debt falling due after the year 1870, leaving the sum of \$390,703 45 applicable to the ordinary requirements of the treasury.

The funded debt of the State amounts in the aggregate to the sum of \$12,436,718 68, on which the interest is to be paid. Of this sum, \$5,985,441 44 is sterling debt, on which the interest is payable in London in gold and silver. The State has available assets in entirely reliable stocks to the amount of \$6,553,250 90 which offset an equal amount of the funded debt, leaving \$5,883,467, 78, on which the interest must be provided by taxation. A large amount of indebtedness to the State on the part of various companies and institutions, as well as from collectors of taxes, and other officers whose accounts are in arrear, may be made available by proper legislation to reduce the debt probably to the extent of \$1,500,000.

The debt of the State has been reduced during the fiscal year by the sale and exchange of the stock of the Baltimore and Ohio Railroad Company, to the amount of \$1,050,073 24.

Upon the assumption that judicious legislation will result in realizing from the mass of indebtedness to the State, above mentioned, the sum of at least one and a half million of dollars, the real amount of debt for which the State may be said to have no reliable offset would be \$4,383,467, 78.

Under the new act, overdue bonds and certificates to the amount of \$476,000, falling due after 1870, have been, during the fiscal year, exchanged for corresponding new bonds and certificates bearing interest at six per cent. per annum, and payable after the year 1885.

A demand being made for the payment of a large amount of the overdue bonds, a proposition was received to sell a portion of the common stock of the Baltimore and Ohio railroad held by the State, (the dividend being near maturity,) at \$140 per share of \$100, which was accepted, and a sale of the balance of the stock was subsequently effected at the same rate, deducting the dividend which had been already paid, and the proceeds of said sales have been applied to the payment of such of the bonds and certificates of indebtedness of the State as became due after the year 1870, and payment of which was demanded, amounting to the sum of \$616,057 55, and leaving, after payment of commissions, \$61,543 45 in the treasury still liable to that purpose.

Finances of the State of New York:

ABSTRACT FROM THE REPORT OF THE COMPTROLLER.

The total funded debt of the State on the 30th of September, 1870 and 1871, was as follows:

	1870.	1871.
General fund.....	\$4,040,026 40	\$4,040,026 40
Contingent.....	68,000 00	68,000 00
Canal.....	11,966,580 00	11,966,580 00
Bounty.....	22,567,000 00	22,047,000 00
	\$38,641,606 40	\$38,121,606 40

The amount of the State debt on the 30th of September, 1871, after deducting the unapplied balances of the Sinking Funds, was:

	Balance of Sinking Funds on the 30th Sept., 1871.	Balance of debt after applying Sinking Funds.
General Fund	\$1,805,744 29	\$2,234,282 11
Contingent.....	19,139 89	48,860 11
Canal	1,654,226 27	10,312,353 73
Bounty.....	5,159,792 43	16,887,206 57
	\$8,638,903 88	\$29,482,702 52

The State debt on the 30th of September, 1870, after deducting the unapplied balances of the Sinking Funds, amounted to..... \$2,409,144 26

Showing a reduction of..... \$2,926,441 74

The following statement gives the items of the General Fund Debt on the 30th of September, 1871:

Astor stock, chapter 302, Laws of 1827, and chap. 86, Laws of 1832.	\$561,500 00
Deficiency loans under chap. 216, Laws of 1848.....	3,287,887 77
Comptroller's bonds.....	66,443 76
Indian annuities.....	122,694 87
Not paying interest.....	51,500 00
	\$4,040,026 40

The principal of the debt is payable as follows:

On demand.....	\$30,443 76
1875.....	900,000 00
1878.....	800,000 00
At pleasure.....	2,258,082 64

Paying interest.....	\$3,988,526 40
Not paying interest.....	51,500 00
	\$4,040,026 40

The following statement gives the receipts and payment, on account of the General Fund Debt Sinking Fund for the fiscal year ending September 30, 1871:

Receipts:

Balance in the Treasury Oct. 1, 1870	\$439,001 13
Received from surplus canal revenues	569,974 61
Transferred from the General Fund, for interest on Money in the Treasury, during the year.....	43,552 78
	\$1,052,528 52

Payments, viz:

Interest on General Fund Debt.....	\$211,440 46
Premium on coin to pay interest on debt.....	9,129 10
Indian annuities.....	7,261 66
Premium on coin to pay annuities	441 69
	228,372 91

Balance in Treasury September 30, 1871.....	\$824,155 61
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The contribution to the General Fund Debt Sinking Fund, for the fiscal year ending September 30th, 1871, under section 2, article 7, of the Constitution, amounting to \$981,588 68, and since paid in, makes the actual balance as of that day \$1,805,744 29. This contribution, it will be seen was \$411,614 07 more than in the previous year, but still \$518,411 32 less than the contribution contemplated by section 2, article 7. Another year, it is believed the contribution will come up to the full constitutional measure.

The aggregate of the Canal Debt on the 30th day of September, 1870, was \$11,966,580, with an aggregate unapplied balance of Sinking Funds of \$2,149,884 61, leaving the real balance unprovided for of \$9,816,695 39. On the 30th day of September, 1871, the account stood as follows: aggregate debt, \$11,966,580; aggregate of Sinking Funds, \$1,654,226 27—real balance unprovided for, \$10,312,353 73.

Of the principal of the Canal Debt, the sum of \$1,562,900, is redeemable July 1, 1872, and \$847,500 January 1, 1873.

The tolls collected for the year ending September 30, 1870, were \$3,080,893 57; and for the year ending September 30, 1871, \$2,813,686 29—showing a falling off of \$267,207 28. The receipts from all sources for the year ending September 30, 1870, were \$3,107,138 90, the expenses \$2,537,164 29, and the net revenues \$569,974, 61.

61. For the year ending September 30, 1871, the receipts from all sources were \$2,842,549 94, the expenses \$1,860,961 26, and the net revenues \$981,588 68—showing a falling off in receipts of \$264,588 96, with a falling off in expenses of \$676,203 03—making the increase in net revenue \$411 614 07.

The only Contingent Debt of the State is that incurred for the Long Island Railroad Company, the interest of which is paid, and the principal of which will be provided for by that company. The amount Sept. 30th, 1871, was \$68,000. The Sinking Fund for its payment on the same day amounted to \$19,139 89.

On the 30th of September, 1871, the outstanding stocks and bonds representing the Bounty Debt, amounted to \$22,047,000, classified as follows: Registered stock, \$20,675,000; coupon bonds, \$1,372,000.

The receipts and payments on account of the Bounty Debt Sinking Fund for the year ending September 30, 1871, were as follows:

Receipts:

Balance in the treasury Oct. 1, 1870.	\$2,704,287 99
Proceeds of 2½ mills tax levied in 1870, in pursuance of chapter 325, Laws of 1865.....	4,096,279 97
Interest on investments.....	38,193 82
Transferred from the general fund for interest on money in the treasury during the year.....	103,102 68
	\$6,941,864 46

Payments, viz:

Interest on debt.....	\$1,577,224 02
Purchase of stocks and bonds for investment	657,000 00
Interest on bonds purchased	2,104 47
Premiums and commissions on stock purchased	43,164 13
	2,279,492 62

Balance in Treasury Sept. 30, 1871.. \$4,662,371 84

To the above balance should be added, as constituting a part of the capital of the fund, the sum of \$883,244 09, making a total of \$5,545,615 93.

This debt becomes due in April, 1877, and to keep up the Sinking Fund to a point adequate to its extinguishment at maturity, requires an annual contribution of \$3,953,911 66.

The statement of revenue shows a nominal but not wholly real deficiency of \$8,878,806 62 on Sept. 30, 1871, but taxes unpaid on that day and advances made for appropriations for 1872 are \$6,550,881 89 leaving, an actual deficiency of \$2,327,924 73, being \$213,178 56 in excess of the estimated deficiency.

The Hagerstown Mail says that great vigor is now manifested in the prosecution of the Western Maryland railroad, and it is anticipated that within a few weeks it will be open for travel and trade to Smithburg.

The officers of the West Side Elevated Railway, recently elected are: President, William E. Wallace; Secretary and Treasurer, H. W. Taylor; Directors, W. L. Wallace, David Dows, George H. Marvin, E. C. Delevan, F. H. Tows, John F. Tracy; Inspectors of Election, D. W. Wyman, H. F. Lombard, J. R. Jessup.

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York for the year—

	1870.	1871.
Ashes bbls.	7,562	6,908
Breadstuffs—		
Wheat flour, bbls.	4,143,993	3,649,045
Cornmeal, bbls.	190,596	188,979
Wheat, bush.	24,083,742	26,518,360
Rye, bush.	550,169	1,055,621
Oats, bush.	9,626,606	12,546,996
Barley and malt, bush.	5,020,718	3,869,123
Peas, bush.	203,127	117,841
Corn, bush.	9,143,478	27,108,156
Cotton, bales.	884,226	986,849
Naval Stores—		
Crude turp., bbls.	6,661	8,986
Spirits turp., bbls.	70,280	67,937
Rosin, bbls.	496,293	508,983
Tar, bbls.	46,973	19,376
Pitch, bbls.	2,342	1,111
Provisions—		
Pork, bbls.	123,296	175,896
Beef, pkgs.	127,293	164,603
Outmeats, pkgs.	98,262	193,820
Butter, pkgs.	530,813	709,473
Cheese, pkgs.	1,544,924	1,467,633
Lard, tcs. and bbls.	93,523	286,521
Do., kegs.	24,989	22,207
Whiskey, bbls.	180,844	168,084

Exports from New York to foreign ports of certain leading articles of domestic produce for the year—

	1870.	1871.
Ashes, Pots, bbls.	2,480	1,677
Do., Pearls, bbls.	141	228
Beeswax, lbs.	277,265	233,926
Breadstuffs—		
Wheat flour, bbls.	1,950,234	1,659,75
Rye flour, bbls.	4,633	4,218
Cornmeal, bbls.	84,718	123,465
Wheat, bush.	18,446,035	21,968,643
Rye, bush.	92,431	525,772
Oats, bush.	28,986	47,310
Barley, bush. ....	.....	98,745
Peas, bush.	151,102	90,149
Corn, bush.	487,792	13,046,570
Candles, bxs.	40,146	52,067
Coal, tons.	38,993	23,407
Cotton, bales.	505,449	598,708
Hay, bales.	39,139	31,109
Hops, bales.	20,739	27,430
Naval Stores—		
Crude turp., bbls.	403	283
Spirits turp., bbls.	17,342	15,272
Rosin, bbls.	395,033	379,051
Tar, bbls.	15,502	9,504
Pitch, bbls.	3,750	2,779
Oils—whale, galls.	110,693	276,550
Do., sperm, galls.	565,090	669,099
Do., lard, galls.	22,114	222,917
Do., linseed, galls.	7,880	12,560
Provisions—		
Pork, bbls.	88,050	165,085
Beef, bbls.	24,496	45,277
Do., tcs.	57,885	89,402
Outmeats, lbs.	30,926,699	96,455,254
Butter, lbs.	1,399,354	7,500,347
Cheese, lbs.	61,710,435	70,245,881
Lard, lbs.	32,074,063	125,524,276
Rice, tcs.	1,174	-82
Do., bbls.	23,161	12,339
Tallow, lbs.	18,245,508	42,912,410
Tobacco, crude, pkgs.	87,968	112,659
Do., manf., lbs.	6,431,176	8,576,343
Whalebone, lbs.	350,849	405,358
Petroleum, galls.	89,672,801	94,916,584

From October 1st, 1870, to September 30th, 1871, there was brought to Baltimore by the cars of the Baltimore and Ohio Railroad 1,591,602 tons of coal (exclusive of the Company's supply), 1,077,649 barrels of flour, 42,300 barrels of coal oil, 68,747 tons of grain, 41,383 tons of lumber, 63,201 tons of live stock. The through merchan-

dise over the road from the East to the West during the same time was 435,207 tons.

Finances of Pennsylvania.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

After thorough examination of the reports from the accounting departments, the following statement is submitted:

RECEIPTS.

Balance in Treasury, Nov. 30, 1870.	\$1,302,942 82
Ordinary receipts during the fiscal year ending Nov. 30, 1871.	6,489,234 95
Extraordinary receipts from the United States government, on account of Pennsylvania war claims, applied to the payment of the State debt.	708,710 67

Total in Treasury during year ending Nov. 30, 1871. \$8,500,888 44

DISBURSEMENTS.

Ordin'y expenses paid during the year ending Nov. 30, 1871.	\$3,018,819 35
Loans &c., redeemed.	2,220,224 59
Interest on loans.	1,785,035 91
	7,024,079 85

Balance in Treasury, Nov. 30, 1871. \$1,476,808 59

PUBLIC DEBT.

The public debt on November 30, 1870 was	\$31,111,661 90
Deduct amount paid by Sinking Fund Commissioners during the year ending Nov. 30, 1871.	\$2,113,228 63
Amount paid by State Treasurer during the same time.	18,361 54
	2,131,590 17

Total public debt, November 30, 1871. \$28,980,071 73

The following statement shows the nature of the indebtedness of the Commonwealth, November 30, 1871:

FUNDED DEBT, viz:

Amount over-due loans.	\$2,502,695 16
Amount payable in 1872 and 1877, interest 6 per cent.	3,786,530 00
Amount payable in 1872 and 1877, interest 5 per cent.	92,870 00
Amount payable in 1877 and 1882, interest 6 per cent.	7,890,550 00
Amount payable in 1877, interest 5 per cent.	3,399,700 00
Amount payable in 1878, interest 5 per cent.	290,000 00
Amount payable in 1879, interest 6 per cent.	400,000 00
Amount payable 1882 and 1892, interest 6 per cent.	9,271,850 00
Amount payable in 1882, interest 5 per cent.	1,119,950 00
Amount payable in 1882, interest 4½ per cent.	112,000 00
Total funded debt.	\$28,866,145 16

UNFUNDED DEBT.

Relief notes in circulation.	\$96,347 00
Interest certificates outstanding.	13,086 52
Interest certificates unclaimed.	4,448 38
Domestic creditors' certificates.	44 67
	113,926 57

Public debt, Nov. 30, 1871, as before stated. \$28,980,071 73

The Commissioners of the Sinking Fund report assets remaining in their hands as follows, viz:

Bonds of the Pennsylvania Railroad Company, secured by lien on the Philadelphia and Columbia Railroad. \$5,900,000 00

Thirty-five bonds of the Allegheny Valley Railroad Company, each for \$100,000, guaranteed by the Pennsylvania Railroad Company, Northern Central Railroad Company and the Philadelphia and Erie Railroad Company, payable \$100,000 annually, beginning January, 1875, with 5 per cent. interest from January 1, 1872. 3,500,000 00

Amount of assets. \$9,400,000 00

Amount of public debt. \$28,980,071 73

Deduct amount of assets. \$9,400,000 00

Cash balance in the Treasury, Nov. 30, 1871. 1,476,808 59

Balance of public debt unprovided for. \$18,103,263 14

In obedience to the sixty-seventh section of the Appropriation bill, approved May 27, 1871, the State has issued for the relief of the citizens of Chambersburg and vicinity, for war damages adjudicated under former acts, certificates of loan to the amount of \$299,748 91, which sum bears interest at six per cent., payable semi-annually at the State Treasury.

The books of the Auditor General and State Treasurer show the total indebtedness of the Commonwealth, on the first day of December, 1866, was \$37,704,409 77. Since then, and up to November 30, 1871, the sum of \$8,724,338 04 has been paid. The reduction during the year ending November 30, 1871, is \$5,131,590 17. The average reduction during the last five years is \$1,744,867 75.

It will be observed, in the table exhibiting the nature of your indebtedness of the Commonwealth, the amount of the loans now overdue is \$2,502,695 16. This sum can, without doubt, be paid as rapidly as the holders will present it to the Commissioners of the Sinking Fund. The bonds payable in 1872, and demandable in 1877, amount to \$3,879,400. These can also be paid within the five years prior to their maturity, at an average of \$775,880 per annum.

New Stocks.

At a meeting of the New York Stock Exchange, held on the 30th ult., the following reports of the Committee on Stock List were read, accepted and adopted:

The Pittsburg, Fort Wayne and Chicago Railway Company will issue on and after January 1, 1872, twenty thousand shares of new stock, to be designated as "Guaranteed Special Stock." The following is the official statement in regard to it:

This issue is made in conformity with article sixteenth of the lease of the railway of this company to the Pennsylvania Railroad Company, by which the latter agreed to place additional equipment upon our road and make certain other additions and improvements, and this stock represents the actual cash value of property so placed upon the railway of this company by the lessee, the title to which property is now in this company. The shares are to be one hundred dollars each, entitled to dividends at the rate of 7 per cent. per annum, payable quarterly, free of all taxes, and which dividend is guaranteed to the holder of each certificate by the Pennsylvania Railroad Company, as expressed in the body of said certificate, and in accordance with the agreement of said company, a certified copy of which is indorsed upon each certificate. This stock will in no manner effect the rights of the holders of the stock heretofore issued by this company, the dividend upon which is provided by the rental received from and guaranteed to be paid by the Pennsylvania Railroad Company to this company.

The committee recommend that the new stock be placed upon the regular list and called immediately after "Pittsburg Fort Wayne and Chicago guaranteed stock" as "Pittsburg, Fort Wayne and Chicago guaranteed special stock."

The Committee on Stock List also reported the official statement of the Toledo, Peoria and Warsaw Railway Company (Burlington Division) as follows: Length of road, 10 miles, from La Harpe, Illinois, to Lomax, Illinois, connecting with road running to Burlington Iowa.

First mortgage seven per cent. bonds, dated June 1, 1871; mature June, 1901; interest payable June 1 and December 1; principal and interest payable in New York city, \$250,000; denomination, \$1,000; numbered 1 to 250 inclusive. Trustee, James F. Secor. The committee recommend that the bonds be placed on the free list, and called immediately after the second mortgage bonds as "Toledo, Peoria and Warsaw, Burlington Division, seven per cent. bonds."

The Committee on Stock List also respectfully report that the Cleveland and Pittsburg Railroad Company, having been leased by the Pennsylvania Railroad Company, propose issuing a new stock to be called "Cleveland and Pittsburg guaranteed stock," in place of "Cleveland and Pittsburg stock," at the rate of \$142 85-100 of the new for \$100 of the old; and they recommend that on and after January 5, 1872, the "Cleveland and Pittsburg stock" be dropped from the list, and the "Cleveland and Pittsburg guaranteed stock" be called in place thereof, and in settlement of contracts \$142 85-100 of the new stock be given for \$100 of the old.

The same committee, also reported the official statement of "the Cincinnati and Springfield Railway Company," organized under the general law of the State of Ohio.

Length of road, including thirty-two miles of leased lines, 80 miles. Extending from Cincinnati, Ohio, to Springfield, Ohio, connecting at the latter place with the Cleveland, Cincinnati and Indianapolis Railway Company, the Cincinnati, Sandusky and Cleveland railroad, and the Springfield and Columbus railroad, and to be operated by the first-named company as soon as completed and under perpetual lease; thus forming a through route between Cincinnati and Buffalo, New York, via Springfield, Delaware and Cleveland, Ohio.

First mortgage seven per cent. bonds, dated April 1, 1871, mature April 1, 1901. Interest payable April 1 and October 1. Principal and interest payable at office of the Union Trust Company, New York city. Principal and interest guaranteed by the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company: No. 1 to 1,000, inclusive. \$1,000,000
Principal and interest guaranteed by the Lake Shore and Michigan Southern Railway Company, No. 1,001 to 2,000. 1,000,000

Total \$2,000,000
Denomination, \$1,000, each. Trustee the Union Trust Company, of New York city.
Capital stock (\$5,000,000,) amount issued (Shares, \$50 each.) 1,100,000

Total \$3,100,000
The committee recommend that the bonds be placed upon the Free List, and called in two series as "Cincinnati and Springfield first mortgage bonds, guaranteed by the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company," and "first mortgage bonds guaranteed by the Lake Shore and Michigan Southern Railway Company." The resolutions as adopted, will take effect immediately.

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L. V. F. RANDOLPH, Assistant Treasurer.

Notice to Contractors.

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Chief Engineer Chesapeake and Ohio Railroad.
Richmond, Va.

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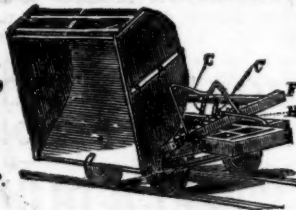


Fig. No. 2, Car Dumped.

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